Weather
Showers. The maximum temperature yesterday was 85.5 and the minimum 74.0, the figures for the corresponding day last year being 83.6 and 69.3.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Shinyo Maru, Sept. 9.
FOR Europe and way ports, Str. Jeypore, Sept. 8.
FROM America and Europe,— Str. Empress of Japan, today.
FROM Europe and way ports, Str. Dilwara.

NO. 2784 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 庚申年七月廿三日 SHANGHAI, SUNDAY, SEPTEMBER 5, 1920 大正四年 第三種郵便物認可 20 CENTS.

Peace Between North And South Parties Within Month
Prediction Made By Foreign Minister Wen Tsung-Yao

BOLSHEVIKI IN PLOT TO REVIVE WAR IS CHARGE

Germans Say Offers Were Made To Break Pact Of Versailles

FAVOR SOVIET

Foreign Minister Says No Action Will Be Against Russia

ARE DEFENSELESS

Mature Consideration Is Given To Plan For New Outbreak

(*Reuter's Service*)

Berlin, September 2.—Speaking before the Foreign Affairs Committee of the Reichstag, the Minister for Foreign Affairs, Dr. von Simons, disclosed the fact that he had been urged to collaborate with the Bolsheviks against the Western Powers and thus break the bonds imposed by the Treaty of Versailles. The Minister said that, after mature reflection, he had rejected that course, for "in view of the defenseless state of the country, Germany would immediately have become a theater of war."

On the contrary, continued Dr. von Simons, proposals had been made to Germany to make common cause with the Western Powers against Russia. This, however, was also impossible. No power making war against Soviet Russia need count on Germany's support.

Statements that Germany had concluded a secret agreement with either Russia or Poland were absolutely false, added the Minister in conclusion. All the negotiations with Poland for the purpose of settling frontier questions had been public, but quite fruitless, and a considerable amount of ill-feeling had been generated.

Nipponese Caught With Navy Dynamite

(*Reuter's Service*)

Tokio, September 4.—Two Japanese were arrested at the Yokosuka Naval station today. They were in possession of 5,000 sticks of dynamite. The excuse offerred was that they were preparing for a fishing expedition in the South Seas.

Japanese Delegate Sent To Conference

(*Reuter's Service*)

Tokio, September 4.—Mr. Katsutaro Inuzuka, ex-Vice-Minister of Agriculture, will head the delegation, which is leaving to attend the International Labor Union Conference.

The general depression is badly affecting the freight receipts of the State Railways. Out of 11,000 cars in the Tokio division, 8,000 are idle and similar conditions obtain in other parts of the country.

Belgian Monarchs Leave For Brazil

(*Reuter's Service*)

Zeebrugge, September 1.—The King and Queen of the Belgians have left for Brazil on board the Brazilian dreadnought Sao Paulo.

Mail Air Route Is Created In Mexico

(*Reuter's Service*)

Mexico City, August 31.—The Postmaster-General announces that the Mexican Government have decided to establish an aerial mail service between Mexico City and Tampico. By authorisation of President de la Huerta a small flotilla of Mexican manufactured aeroplanes will be utilised.

Suffrage Measure Is Imperiled By Tennessee Stand

(*Reuter's Service*)

Nashville, Tennessee, August 1.—The vote of the State House of Representatives expunging all record of the recent ratification of the Woman's Suffrage Amendment is tantamount to a demand for reconsideration of the whole suffrage question.

It is the climax of the series of agitations, which have been going on since the Suffrage Resolution was passed on August 18.

The question is now likely to go before the highest courts.

ZEPPELINS WILL HANDLE BERLIN AND U. S. FREIGHT

(*Reuter's Service*)

Akron, Ohio, August 29 (delayed).—According to the statement made by an aeronautical expert here, two super-Zeppelins, of the largest type yet constructed, are being built for American interests in Germany. They are to be used, the expert asserted, for a freight and passenger service between Berlin and San Francisco.

Crew Of Submarine Near Death, Saved By U.S. Transport

(*Reuter's Service*)

Washington, September 3.—A thrilling story is told today of an accident to Submarine S.S. of the United States Navy.

The submarine, which is manned by four officers and twenty-six men, became disabled in a partly-submerged state east of Care Henlopen.

A transport, which was in the neighborhood, obtained a precarious hold on the stern of the submarine. In the meantime dozens of vessels had raced to the rescue.

The transport pumped air into the submarine for 36 hours through a hole cut in the latter's stern, thus keeping the crew alive. The latest reports show that all but two of the crew have now been taken off.

Nothing Heard From Victim Of Kidnappers

(*Reuter's Service*)

New York, September 2.—According to advices from Mexico City there is still no information regarding the whereabouts of Mr. Johnson, the Briton who was kidnapped by bandits in Talisco State. It is feared that he was executed.

War Restrictions In Sweden Are Ended

(*Reuter's Service*)

Stockholm, September 1.—The Dagens Nyheter announces that State control of corn will be discontinued from today. Thus the last wartime restriction in Sweden has disappeared.

Bombing Airplane In Crash Kills Two Men

(*Reuter's Service*)

Paris, September 2.—A telegram from Mekinez, Morocco, states that an aeroplane carrying out a bombing expedition, crashed, the bombs exploded and the two airmen were killed.

Brooklyn Car Strike Shows Improvement

(*Reuter's Service*)

New York, September 2.—There is an improvement in the Brooklyn surface-carmen's strike situation. Half the normal service is running, the strike-breakers are heavily guarded.

RAILROAD MEN AND DOCKERS TO JOIN MINERS

Strike Situation In England Is Assuming More Serious Aspect

UNION RULES MAY AID

Delay Of At Least Ten Days Is Expected Before Crisis

(*Reuter's Service*)

London, September 1.—Although the Evening News declares that mediation has been rejected and that the Railwaymen and transport Workers today decided to strike with the miners in the event of the latter striking, it may be pointed out that these alarms are likely to be recurrent during the next few days and that they really will be due to the Triple Alliance maneuvering for strategical position.

Neither the Transport Workers nor the Railwaymen according, to the constitutions of their Unions, can be called out at a moments' notice. The Transport Workers, comprising mainly dockers, who are most hostile to going to extremes, must ballot before a strike while the Railwaymen must refer the question to a conference of delegates. Both procedures would cause at least ten days delay.

Meanwhile official circles do not regard the situation as sufficiently critical for the Prime Minister to curtail his holiday.

Aviators Burned When Mail Plane Crashes In States

(*Reuter's Service*)

Morristown, N. J. September 1.—A mail aeroplane bound from New York to Cleveland crashed in the street here and exploded. two aviators were pinned in the wreckage and burnt to ashes.

Dockers In Naples Clash Over Unions

(*Reuter's Service*)

Naples, September 1.—A collision occurred here today between members of rival organisations of dockers. Both sides used revolvers, causing a panic on the quays. Six men were wounded.

SHIPPING HERE STORM BOUND; NO DISASTERS

Scharnhorst, From Marsailles, Hove To In Center Of Typhoon, Says Radio

SEVERAL VESSELS DUE

Reports Indicate That Boats Off Shore Have Escaped Serious Damage

While shipping generally continues stormbound in port here and at Woosung due to the typhoon it was thought late last night that Shanghai itself would feel only the outermost edges of the storm and, though two big passenger liners are outside nearing the port, one in the center of the storm, it was believed that both would escape any serious trouble.

The most lively concern was felt yesterday for the steamer Scharnhorst of the Messageries Maritimes, bound here for Marseilles and due to arrive Friday afternoon. It was known that the steamer probably was caught in the center of the hurricane that accompanied the typhoon which swept up through the East China Sea.

It was found that this belief was well justified and a wireless from the vessel to the company's office here reported that it was in the center of the storm with engines stopped and sea anchors out, riding out the gale and was in no danger. It is not thought that the ship can make port before Monday as the storm yesterday was shifting back into the south which might mean that the vessel would be carried many miles out of its course.

EMPRESS GAINS TIME

Messages received yesterday at the Shanghai office of the Canadian Pacific Ocean Services from its liner Empress of Japan indicated that the steamer not only was escaping inconvenience from the storm, but was making faster time by reason of it, as it had heavy favoring winds behind it on its way here from Yokohama. The message to the company's office yesterday was to the effect that the Empress of Japan would arrive off Woosung about 2 o'clock this morning and if the seas are not too high to admit the approach of the tender, passengers will be brought up river

(Continued on Page 2)

Japanese Barred From Buying California Land In Names Of Children

(*Reuter's Service*)

San Francisco, August 29 (delayed).—The Supreme Court has refused to issue letters of guardianship to Japanese for their children who are minors.

The Court held that fraud against the Alien Land Laws was contemplated, under the cloak of guardianship.

The evidence showed that it was the intention of the parents that the children should acquire land.

"PETTY AFFAIR"

Tokio, September 4.—Mr. Yukio Ozaki former minister of Justice in the course of an article on Americo-Japanese relations, declares that the California agitation is a petty affair and that the real questions are those of China and Siberia but these can be solved by sincerity and honesty.

It is necessary, he continues, in order to get the right perspective for improving relations to approach these problems from the point of view of a third party. The nation should come out openly for or against militarism.

Mr. Ozaki denounces the "worldwide historical tendency of recognised enemies" and adds that as long as the worship of "military so-called heroes" continues real peace will be impossible.

REDUCE CONSCRIPT'S TERM

The Hochi reports that the new budget will contain military appropriations, amounting to Yen 80,000,000.

The journal understands that the term of conscription for the cavalry will be reduced from three to two years with the object of training more men. A great change is expected in court-martial procedure. In future a Counsel for the defense will be allowed, the proceedings will be open to the public and other privileges will be granted to the accused.

TOAST WILSON

Tokio, September 3.—The American Congressmen were formally welcomed by the Diet today at a luncheon at the Imperial Hotel Cordjal speeches were delivered by the Presidents of both Houses. The Premier toasted President Wilson.

Senator Harris and Representative Small responded, expressing the friendliness of America towards Japan. Mr. Small reminded his hearers that there were 48 states in the Union and their attitude on foreign affairs could not be controlled by one State.

GUESTS AT BANQUET

In the afternoon the party were shown the beautiful gardens of the Akasaka Detached Palace.

Tonight a banquet is being given in the Party's honor at the American Embassy.

Dr. Barber To Head Richmond College

(*Reuter's Service*)

London, September 1.—Dr. W. T A. Barber, President of the Wesleyan Conference, formerly Principal of the Wuchang Missionary High School, and Secretary of the General Missionary Conference, Shanghai, 1890, has accepted the post of Principal of Richmond Theological College.

New York's Perfect Baby

MARY CORNEILLE INTL

Mary Corneille, two years old, who has been selected as New York's perfect baby after an interesting contest which covered the five boroughs of the greater city. Little Mary was rated a 100 percent baby.

GERMANS ACCEPT FRENCH TERMS IN BRESLAU INCIDENT

(*Reuter's Service*)

Paris, September 3.—The Minister for Foreign Affairs has been notified from Berlin that the German Government accepts all the French Government's demands for reparations in connection with the Breslau incident.

Berlin, September 4.—In communicating to the German Foreign Minister the French reparations demands in connection with the Breslau incident, the French Ambassador pointed out that unless the German Government formally disavowed responsibility and energetically punished the guilty parties, the intolerable conditions under which attacks on the French were recurring would grow daily worse.

The Ambassador at the same time submitted a demand for the punishment of the Richswehr company commander who was responsible for the hostile manifestation in front of the French Embassy in Berlin on July 16.

POLICE SET FIRE TO IRISH TOWN WHEN TWO DIE

Business District Is Destroyed As Reprisal For Murders By Sinn Feiners

(*Reuter's Service*)

London, September 2.—The police and military today set fire to the town of Ballaghaderreen, County Mayo, as a reprisal for the murder of two policemen, who were shot dead there yesterday evening. Practically the whole of the main street was destroyed.

There have been sensational reports of vast captures of arms and ammunition during police raids at Belfast but it is officially announced that only one rifle and 160 cartridges have been seized.

Belfast is generally quiet tonight. Incendiarism has practically ceased and the general situation is well controlled. The chief trouble at the present moment is intermittent sniping in the back-streets. The police and military are busily engaged in dislodging the snipers.

PRESENT PEKING OFFICIALS WILL BE RECOGNISED FOR TIME, SAYS CANTON OFFICIAL

(*Reuter's Pacific Service*)

Canton, September 3.—Wen Tsung-yao states:

"Peace will be declared between Peking and Canton probably in the current month, both old and new parliaments will be dissolved and the present Peking officials will be recognised for the time being."

The Military Governor of Kwangtung has prohibited the entry of all Hongkong Chinese newspapers, believing that they have been influenced by General Chen Chiung-ming's party and are publishing news favorable to the Canton administration and the Kwangsi forces.

Poland's Invasion Of Lithuanian Territory Causes Threat Of War

Heavy Losses Result From Clashes Between Troops Of Nations Which Have Long-Standing Feud

(*Reuter's Service*)

Paris, September 3.—The Polish communique of September 1 states that the Polish troops were enthusiastically welcomed by the population on entering Suwalki. (the population of Suwalki are 50 percent Lithuanians.)

London, September 2.—A description of the Bolshevik treatment of the Polish peace delegates has been received from Minsk. It is stated that the Polish delegates were not allowed to leave their quarters without military escort.

The delegates were herded together in dirty, verminous bedrooms and a woman secretary attached to the Delegation was obliged to occupy the men's rooms.

ACUTE SITUATION

London, September 2.—An acute situation has arisen between Poland and Lithuania, owing to the Polish troops, on the pretext of clearing up the remnants of the defeated Bolshevik army, advancing into undeniably Lithuanian territory, and a telegram from Kovno, the Capital of Lithuania, speaks of war being inevitable if the advance continues.

Clashes between Polish and Lithuanian troops, in which both sides suffered heavily, have stimulated afresh the long-standing ill-feeling between the two countries.

The new, independent Lithuania used to form part of the old Polish Kingdom, and Poland only reluctantly and half-heartedly recognised Lithuanian independence. The towns of Grodno and Vilna have long been a bone of contention and Poland has never renounced her claim to Vilna, which the Peace Conference definitely assigned to Lithuania.

PEASANTS IN REVOLT

London, September 3.—A telegram from Polish sources, dated September 1, says that, in consequence of the Soviet mobilisation orders, the Ukrainian peasants have revolted and formed guerilla detachments, which are marching against the towns which are the headquarters of the Bolshevik forces.

It is stated that the Provinces of Kharkoff, Kherson, Kieff and Ekaterinoslav are in the midst of civil war, which is extending to Volhynia and Podolia, and that a similar movement has also broken out in the neighborhood of Odessa.

Woman One Of Quartet Of Americans To Join Shanghai College Staff

Four American universities are contributing four new professors to Shanghai College on its opening day, Monday, September 6. Professor C.H. Westbrook, Ph. D., who has already one year of educational work in Shanghai to his credit, has recently obtained his doctor's degree from Harvard, where he did special research work in the field of education in association with the head of the department of education there, and is due to arrive this morning on the Empress of Japan.

There will be four foreign professors in the education department in Shanghai College. Besides Doctor Westbrook, everybody has known of Doctor James B. Webster's specialised work in religious education through his connection with the East China Education Association. Mr. Elam J. Anderson, also a distinguished specialist in education, who has all but finished his work for the doctor's degree at the University of Chicago, will come to the college for one year before taking up his regular duties as Director of Schools in the American Baptist Mission.

NEW WOMAN PROFESSOR

Perhaps the most important addition of all to the staff of the college will be the coming of Miss Catharine Bryan, whose distinguished experience in kindergarten work has already established her reputation in Shanghai. She has just arrived on the campus to develop the kindergarten normal training courses, and to make plans for the inauguration of co-education, which will be formally begun a year hence. Miss Bryan was educated in Chefoo, China, in Virginia and in Georgia, and has taken a prominent part in education work for girls in China for the last twelve years. She is the author of several books for children both in Chinese and in English.

It is evident that the middle school courses offer rare advantages to those preparing to teach in higher primary schools, and the college courses likewise are highly suited to those who look forward to teaching work in middle schools and colleges.

NEW SCIENCE COURSES

Shanghai College is also prepared to give thoroughgoing courses in science, and is inauguarating this year four distinct courses leading to the Bachelor of Science degree. The pre-medical course is adapted to students who look forward to a medical career, and stresses biology, chemistry, and specialised physics. The science teachers' courses are arranged for those preparing to teach mathematics or science, particularly in middle schools. The usefulness of the industrial chemistry course is indeed indisputable in a land like China, whose industrial needs are so overwhelming. For those who are interested in scientific subjects, but who do not care to specialise so early in their studies, the college offers a general science course, which is carefully constructed for all general needs.

The college has been fortunate in getting a new professor of physics, Doctor Chou Ming, who has recently obtained his doctor's degree from the Massachusetts Institute of Technology.

(*China Press Correspondence*)

Peking, September 1.—General Chang Tso-lin, inspector-general of the three provinces of Manchuria and the strongest military official in China today, gave an interview to seven American and British newspaper correspondents yesterday afternoon in the old Manchu palace formerly occupied by General Hsu Shu-cheng (Little Hsu) as the headquarters of the Northwestern Frontier Defense Army. Slight, alert, nervous, ready to parry every thrust and turn into safer channels every question that could possibly prove embarrassing, Chang Tso-lin made the interview a battle of wits between himself and the correspondents; and it cannot be said that he came out second best in the struggle.

The fact is that the general had nothing to say, could say nothing. Although he is China's strongest military man with an army of 300,000 first class troops in the three provinces of Manchuria, and although he is now in Peking in this capacity to advise the Central government in its task of reorganising the North and reaching an agreement with the South, Chang Tso-lin is, after all, not the Chinese Government.

GREAT MILITARY GOVERNOR

His position is purely that of a great military governor, and as such he is unable to speak for or commit Peking in any way. As he himself expressed it, he is the servant of the government and has no interest in it other than to do his duty by it.

When things went wrong under the reactionary regime of Tuan Chi-jui, Little Hsu and the Anfu Club it became his duty, in behalf of both the government and the people, to come down to Peking and drive out those who had been traitors to their country. This aim, he said, was now accomplished and it was his intention to return to his post at Mukden as soon as possible and resume charge of the affairs of the three provinces assigned to him.

WAR ON TRAITORS

It is the duty of every government official, according to Chang Tso-lin, to protect the country and the people of China and to regard all those who oppose him in this as his enemies. This has been his own policy, as he has proved in the recent crisis; and it will continue to be his policy in the event that new traitors come to the fore to sell out the nation's rights for their own personal gain.

In this connection General Chang stated that he had no desire to become either president or vice-president of China. He had his own task assigned to him in Manchuria and he not only preferred but also felt that it was his duty to remain there to protect the country's frontiers and further the development of the vast natural resources of his territory.

In this latter task, the general added, he was anxious for the co-operation of foreign business men and financiers and he trusted that American, British and French merchants, as well as those of other nations, would soon take a greater interest in Manchuria and go thither in ever increasing numbers.

Questioned regarding the great national issues now before the country Chang Tso-lin stated that he favored the centralisation of military power under the central government and the subordination of the military governors to the will of Peking. With regard to the question of reducing the army he said that 200,000 soldiers had been disbanded within the past year and that this policy ought to be continued provided it was confined to those

provinces which were situated in the interior and whose territory was small.

TO MAINTAIN EFFICIENCY

The frontier provinces, as well as those provinces where conditions are unsettled as a result of the rebellion in the South, could make good use of the troops now at their disposal, and these troops should be kept up to a high standard of efficiency.

In his three Manchurian provinces the general stated that he had 300,000 men under arms and that all of these troops were required for guarding the Siberian frontiers, policing the railway lines and protecting his people and their industries against bandits.

The cost of maintaining this army was $23,000,000 a year, $4,000,000 of which was advanced by the Peking government, while $4,000,000 was obtained from his provincial funds and $15,000,000 was raised through government loans. Chang Tso-lin did not consider the above amount excessive for the upkeep of his army and pointed out that the United States Army of 203,000 men cost much more to maintain than did his forces. Indeed, he said, the whole Chinese military budget for a year amounted to less than the cost of ten American battleships.

As regards the Eastern Siberian situation and the Chinese Eastern railway, General Chang felt that China had no cause for anxiety.

The situation along the Siberian frontiers had already got much easier and was still improving, and he entertained no fear that Semenoff, who had failed in his own country, would attempt to enter Chinese territory with an armed force. If, however, Semenoff should make such an attempt he would find the Manchurian armies ready and waiting for him. There would be no objection to the passage of Semenoff and his men through Manchuria to Vladivostok provided they came unarmed and as private individuals, but their entry by any other means would be met with force.

JAPANESE WITHDRAWING

The Japanese, the general said, were steadily withdrawing their troops from Trans-Baikalia and the Chinese Eastern railway zone and there would soon be no more Japanese forces in these territories. The Chinese Eastern Railway was now being operated under Chinese management with an adequate Chinese railway police force, and conditions along the line were satisfactory to China. He could not see anything in the repeated assertion that the Japanese were trying to obtain control of this line and its branches and thus gradually swallow Manchuria. His relations with the Japanese had always been friendly and there had been no Japanese encroachment in Manchuria during his three years of rule there.

On the question of calling a National People's assembly or, in its place, a National Parliament Chang Tso-lin was non-committal, simply stating that in his opinion no steps should be taken in either direction until the great question of national unity had been settled. Peking was at this moment negotiating with the Canton and Yunnan governments and a satisfactory understanding would soon be reached with Canton, while the outlook for an ultimate peace with Yunnan was hopeful.

The General's statements regarding the unification problem were more conservative than those of Premier Chin Yun-peng, who said in an interview given to the foreign correspondents on August 27 that:

PREDICTS EARLY PEACE

"Peking and the Canton Government had already reached an agreement covering the terms of peace and that nothing now remained for discussion but the method of making these terms effective. There still existed a slight difference of opinion as to the best method of putting the terms negotiated into effect, but the Government expected to be able to issue a Proclamation of Unification with the Canton Government within a week or ten days."

The interview ended with the discussion on national unification, and Chang Tso-lin, who had talked for an hour and one half and said very little, was successful in accomplishing one definite result. He left the seven Americans and Englishmen with a respect for his ability, quickness of wit and knowledge of affairs; and he impressed them with the charm of his personality and his readiness to fight back.

THREE BIG MEN

Tang Chi-yao, Military Governor of Yunnan; Wu Pei-fu, the leader of the victorious Chihli Army and the advocate of a National People's Assembly; and Chang Tso-lin are the three strong men of China today. Of the three Chang Tso-lin is at the same time the most powerful and in the most difficult position.

If he stays at his post in Manchuria and continues to hold and develop that all-important territory for China, supporting a strong popular government in Peking and using his military power only for the maintenance of peace and order in this country and along its borders, Chang Tso-lin will go down into history as one of the greatest builders of the young Chinese Republic.

If, on the other hand, he follows the example set by Yuan Shih-kai, Chang Hsun, Tuan Chi-jui and Little Hsu, who exercised their power for the furtherance of either monarchistic or personal aims, or both, his downfall will come as certainly as did theirs.

In Chinese politics the weak always unite against the strong and just as invariably overthrow them unless the strong have right on their side. In the struggle that is sure to come between Chang Tso-lin and those who are already beginning to line up against him Chinese popular opinion will be the deciding factor; and that opinion will support him whose cause is the just one.

TSAO KUN LEAVES PEKING

(Reuter's Pacific Service)

Peking, September 4.—General Tsao Kun left Peking for Paotingfu at two o'clock this afternoon and General Chang Tso-lin for Mukden at 2.30.

They gave a dinner to the members of the cabinet last night, at which they assured the cabinet that henceforth they would lead the way in obeying the instructions of the government, would help to their utmost ability the restoration peace between the North and the South and would also assist the government in every possible way.

DISBAND DIVISION

The Second Frontier Division at Tsinanfu has been completely disbanded. The Frontier troops are receiving back pay but no gratuity A seventh Shantung Mixed Brigade is being formed to replace the Frontier Division.

General Wu Pei-fu's headquarters as assistant inspection commissioner of Chihli, Shantung and Honan will be at Loyang, Honan, which will thus become an important center.

OFFICERS TO BE TRIED

General Fu Liang-tso, the Chief of Staff of the Frontier Defence Force, and General Chu Tung-feng, Commandant of the First Frontier Division, who were arrested at Tientsin and near Koupeitien respectively, will shortly be transferred to Peking for trial.

SHIPPING HERE STORM BOUND

(Continued from Page 1)

from the vessel and will arrive about 9:30 o'clock this morning.

DILWARA IS SAFE

Fears felt yesterday and the day before for the safety of the Dilwara of the P. and O. line, which was scheduled to sail for Shanghai from Hongkong on Wednesday, were set at rest when word was received that the Dilwara, having been caught in a portion of the blow, had sought shelter at Amoy.

With seventeen vessels tied up awaiting the passing of the storm at Woosung and others in the river here through the day yesterday there were no sailings from points on the China Coast nor for Japan and in the course of the day only three river steamers left on schedule. The Sakaki Maru from Dairen and the Kasuga Maru from Japan arrived yesterday. The China Merchants steamer Kiangteen, Ningpo line, did not sail from Ningpo yesterday and the Hsinfung from Amoy, which was due Friday, did not arrive until late yesterday.

The Siccawei observatory reported yesterday that the principal center of the typhoon was located east of Formosa directly threatening the area north of the island and the straits. The other center of the storm was reported to be farther north and will probably strike the coast north of Foochow.

The storm continued unabated yesterday along the coast south of Shanghai, but indications were that it was tending southward. Hurricane conditions continued through the day yesterday between the Saddles and Formosa.

Clay Pigeon Club

The "Dell" Cup, kindly presented, will be competed for today, starting at 4 p.m. sharp.

40 birds from "Leggett" trap, ordinary handicap, Championship conditions.

Unless it is raining very heavily, the competition will take place regardless of the weather.

At The Theaters

AT THE APOLLO

"Blazing Love," a highly dramatic story told by the Pathe films, featuring the velvet-eyes lady of the screen, Virginia Pearson, will be produced at the Apollo Theater on Monday, Tuesday and Wednesday night. The noted film star will be supported by an eminent cast of photo-players in an absorbing story.

Samuel Goldwyn will present for the program, during the last half of the week at the Apollo, Miss Mae Marsh in one of the screen's strongest love stories, "The Beloved Traitor," a delightful screen version of Frank L. Packard's novel of the same name.

For matinee today, Blanche Sweet will be seen in "Fighting Cressy," a six part drama of strong emotions, as breezy as the prairie, and full of beauty and chivalry of the rugged West.

Tonight at 9:15 o'clock, the vivacious pretty little star, June Caprice, will act in "In Walked Mary," a drama of five parts from "Liza Ann," Oliver D. Bailey's play of romance.

AT THE ISIS

Commencing tomorrow night, the Isis will screen "The Man of Might," featuring William Duncan and Edith Johnson. A melodramatic serial of thrills and spills in 15 episodes. The first three episodes will be produced. Ruth Roland will continue to please the audience in the final episode of "The Adventures of Ruth" entitled "The Key of Victory."

The Black and White Vaudeville Co. will terminate their engagement at the Isis with a farewell program tonight. The company consists of Miss Dorothy Bright, the Australian violinist of international fame, the Vardel Brothers and the Louisiana Trio in American negro songs.

The screen attraction will be Norma Talmadge in "The Safety Curtain," a strong drama of six parts.

Today at 3 o'clock, the 13th and 14th episodes of "The Adventures of Ruth" will be screened and the Black and White Vaudeville artists will perform.

AT THE OLYMPIC

At the Olympic for the program tonight and today's matinee, Marguerite Clark will be seen in "Bab's Matinee Idol," one of the famous "sub-deb" stories by Mary Roberts Reinhart. The scenario is by Margaret Turnbull and the film was made under the direction of J. Searle Dawley.

AT THE VICTORIA

The Victoria Theater will show Sessue Hayakawa tonight in "The Secret Game." Today the same film and "The Red Glove" will be screened for the matinee program.

AT THE LYCEUM

The farewell season of Daniel T. Frawley and his company will commence at the Lyceum Theater on Friday night. Box plans are now open at Moutrie's.

The program of the entire season is as follows: Friday, 10th, "Three Wise Fools." Saturday, 11th, "Lightnin." Monday, 13th, "The Brat." Tuesday, 14th, "Polly With A Past." Wednesday, 15th, "The Thirteenth Chair." Thursday, 16th, "Turn to the Right." Friday, 17th, "Paid in Full." Saturday, 18th, "Man who came Back."

AT ST. GEORGE'S

The open cinema at St. George's Hotel will screen the "Beloved Traitor," from the famous novel by Frank L. Packard. This is a story of good girl who whipped the vampire.

AT THE NEW HELEN THEATER

The principal attraction at the New Helen Theater for today is "The Mystery of 13," the most exciting and sensational serial. "The Cooks and Crooks" and "Social Club" will also be produced.

AT THE TOWA

The Imperial celebration in Tokio, "The Hand of Vengeance," a Japanese drama known as "Yurei Hannojo" and a short comedy will constitute the program of the Towa today.

EMPRESS OF JAPAN IS DUE IN TODAY

The Empress of Japan, making fast time with favoring winds on the outer edge of the typhoon, was due to arrive ahead of time before dawn today. It is expected that the tender with passengers from the ship will arrive at the Municipal Jetty about 9:30 o'clock this morning, providing the seas are not too high off Woosung for the tender to approach the ship. Mails from the vessel are to be brought in on special tender.

The outbound tender to the Empress of Japan, which is due to sail for Hongkong late today, is to leave the Municipal Jetty at 5 o'clock this afternoon. The steamer has 148 passengers for Shanghai, 1062 bags of mail and a valuable consignment of treasure.

The Empress of Asia of the Canadian Pacific Ocean Services, which sailed from Vancouver, B.C. on August 26, is due to arrive here September 10.

Accountant Wanted

A long-established American Firm requires the permanent services of a man thoroughly qualified and competent to take full charge of books, accounts, and all financial and office details.

For The Right Man

This is a real

Opportunity

And only men who ARE right need apply. Address to Box 485, THE CHINA PRESS.

31898

Did You Do This Yesterday?

Did you spend a little here, a little there, just to gratify fleeting desires?

Did you go blithely into debt for something you cannot afford?

Did you contribute your nickels, dimes and dollars to someone's else fortune? Will today be a repetition of yesterday? Habit is made of repetition.

Just multiply your little money habits—and other habits—by days and days like your yesterdays and you have your answer. If the answer is unpleasant to contemplate, change your habits.

A saving account with this Bank will be the opening wedge to better days—why not come in today and start one? A dollar will do. You will soon learn the fascination of watching your dollars grow here at interest.

A personal checking account represents "standing"—yours will be welcome here.

THE BANK OF SERVICE

The American-Oriental Banking Corporation

15, Nanking Road, Shanghai

OVER 4,000 ACCOUNTS

LANE, CRAWFORD & CO., LTD.

Just Arrived

Limited stock of

Feathers, Half Down

and

Real Down

also

All-Wool Blankets

Furnishing Department

LANE, CRAWFORD & CO., LTD.

Fire in Ancient Venice

WHEN the arsenal in the ancient city of Venice exploded in 1577 and set the whole town in flames, it was an overwhelming disaster to the citizens. In spite of all efforts to extinguish the fire, the massive palaces along the deep waterways were destroyed.

NO CITY IS FIRE PROOF

Shanghai is a well built city, its fire department is efficient; that is why INSURANCE RATES ARE LOW but—

SHANGHAI CAN BURN

Only fire Insurance could save the fortunes of this city, against such a catastrophe—a blessing denied the sufferers in Venice three hundred odd years ago.

American Asiatic Underwriters

15 Nanking Road. Tel. C 1044

"A COMPLETE INSURANCE SERVICE"

$100.00 IN CASH TO BE GIVEN AWAY!

THE FIRST PRIZE $50.00 MAY BE YOURS

If you will suggest the best slogan (a descriptive eye-catching phrase) for use in our advertising of the G. I. C. Cigarettes. We also offer the following prizes for the next best suggestions:

Second prize: $20.00 Fourth prize: $10.00
Third prize: 15.00 Fifth prize: 5.00

These cigarettes contain nothing but pure tobacco, skillfully blended, giving one a delightful smoke with no ill after-effect, which is something not every cigarette now on the market can boast of.

The G. I. C. Cigarettes are known as:

VICTORY *natural aroma* CIGARETTES

and they are offered to the Public at $1.00 for a handsome tin containing 100 soul-satisfying smokes, and at 10 cts. for an attractive package containing 10 flavor-full cigarettes.

Now, send us your suggestion of the best advertising catch-phrase for these popular-priced "Worth-more-than-they-cost" Cigarettes, and one of these prizes may be yours. Please remember that each letter must be accompanied by an empty package of Victory Cigarettes, and that your suggestion should reach our office not later than September 15th, 1920

Sole Distributors for the Far East:

I. SHAININ & CO., 10, Kiukiang Road, Shanghai

Names and addresses of winners chosen by a special committee will be announced as soon as possible after the contest is closed.

CHINA REALTY CO., LTD.

REAL ESTATE SPECIALISTS

SUPPLY & DEMAND are the two Controlling Factors in Establishing and Maintaining Prices.

When the Supply does not Equal the Demand the Price *must* Rise.

This is the Real Estate Situation in Shanghai Today.

CHINA REALTY CO., LTD.

REAL ESTATE—ARCHITECTS—INSURANCE

27 Nanking Road

Studebaker

Design — Workmanship — Accomplishments

stand for all that is sound and worthy in motor-car construction

Studebaker SERIES **20** **Studebaker**

"SPECIAL-SIX" *"BIG-SIX"*

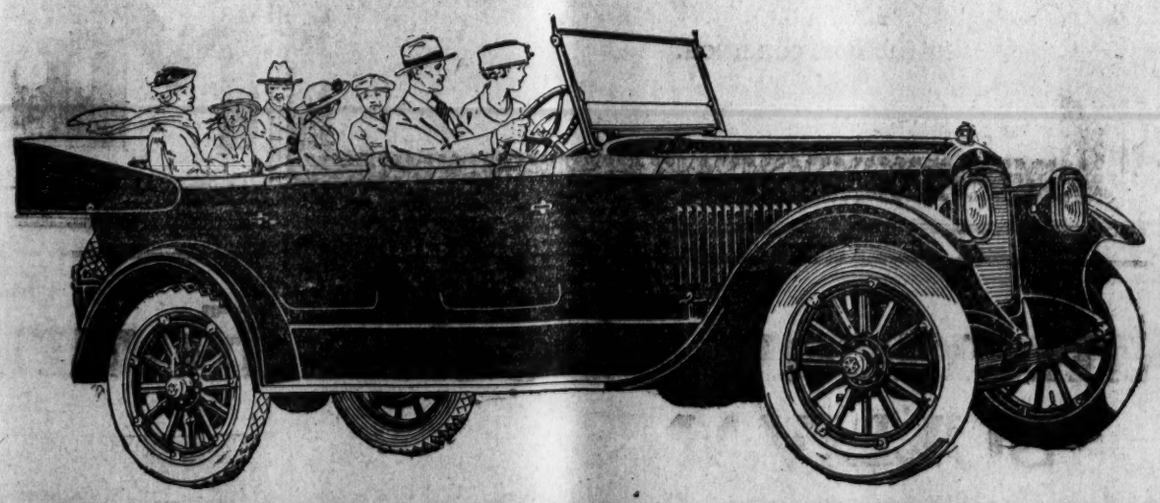
are the greatest of all Studebaker achievements, and it is to these new models we would draw your attention. There are no cars more reliable to be had at any price. Their performances may be equalled by a few cars—they are excelled by none.

Beautiful in Design — Thoroughly Modern — Mechanically Right

The Shanghai Horse Bazaar & Motor Co., Ltd.

SOLE AGENTS

Garage Telephones: West 1641, 1642, 1643



JAPANESE SEIZE SCHOOL HOUSES AT KHABAROVSK

Lack Of Lodgings Cause Of Action Of Troops In Occupying Buildings

(Russia News Agency)

Vladivostok, August 31.—Units of the Fifth Japanese Division after having withdrawn from Transbaikalia arrived at Nikolsh-Ussurisk from which city they proceed to Khabarovsk. It is reported that a contingent of Japanese troops now billeted at Vladivostok will also be despatched to Khabarovsk, in which city the Japanese are electing fortifications amount guns in various parts of the city and fix barbed wire around a points of strategic importance.

Owing to the lack of lodging accommodations in Khabarovsk, the Japanese have seized many school buildings and intend to occupy the remaining school buildings they have not yet seized.

This means that the city will be entirely deprived of schools. The situation in the city is each day growing more and more alarming owing to military preparations made by the Japanese.

The citizens are entirely panic stricken. Owing to the occupation of the Ussuri railway by the Japanese, the population at Khabarovsk is suffering an acute shortage of foodstuffs and is threatened with famine.

Japanese Sweepers Capture More Than Thousand Mine

New Dreadnaught Completed By Builders At Yards At Kure Naval Station

(Reuter's Pacific Service)

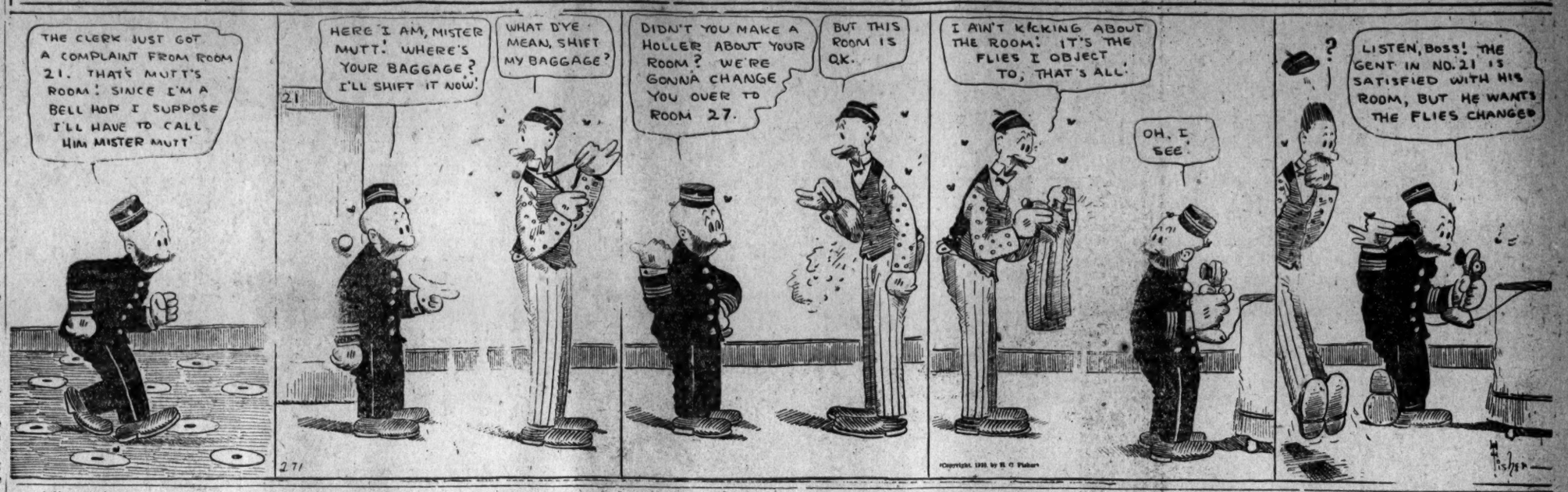
Tokio, September 4.—The Navy Department announces that Japanese mine-sweepers in foreign waters have destroyed over 1000 mines. Several seamen were drowned in the course of the sweeping operations. The mine-sweepers will return to Japan shortly.

The new Japanese dreadnaught, "Nagato" has been completed at the Kure Naval Dockyard. She has a displacement of 33,800 tons, a speed of 23 knots and will carry 8 16-inch guns.

The "Nagato" was laid down in August 1917 and should have been completed in two years but work was retarded by the war and meanwhile the authorities altered the original design, especially with regard to engine and armaments.

A submarine, which is being built at the Mitsubishi shipyards at Kobe, caught fire today owing to leaking gas. Six men were badly injured and 45 slightly. The fire was extinguished in three minutes.

MUTT & JEFF — A Presidential Possibility One Week, A Bell-Hop The Next — By Bud Fisher


THE CLERK JUST GOT A COMPLAINT FROM ROOM 21. THAT'S MUTT'S ROOM! SINCE I'M A BELL HOP I SUPPOSE I'LL HAVE TO CALL HIM MISTER MUTT'
HERE I AM, MISTER MUTT! WHERE'S YOUR BAGGAGE? I'LL SHIFT IT NOW!
WHAT D'YE MEAN, SHIFT MY BAGGAGE?
21
DIDN'T YOU MAKE A HOLLER ABOUT YOUR ROOM? WE'RE GONNA CHANGE YOU OVER TO ROOM 27.
BUT THIS ROOM IS O.K.
I AIN'T KICKING ABOUT THE ROOM! IT'S THE FLIES I OBJECT TO, THAT'S ALL!
OH, I SEE
?
LISTEN, BOSS! THE GENT IN NO. 21 IS SATISFIED WITH HIS ROOM, BUT HE WANTS THE FLIES CHANGED

HANYANG NOW HAS RADIO STATION

The testing wireless station of the Government Institute of Technology (formerly Nanyang College at Siccawei), began to operate yesterday. Messages were received from steamers on the sea, also from Foochow and Japan Ports. The station talked with Woosung station and the sound here was distinct and loud. Yesterday it re-transmitted a message to Woosung station as Woosung could not hear it.

This station had its apparatus arranged in the summer vacation, and the whole affair was planned and worked out by Profs. G. Thompson and T. C. Chang of the Institute. The aerial mast was formerly the ship mast on the playground of the navigation school. The expense of the whole station, including building and machinery, totals only three thousand dollars, the minimum of its kind. Orders for larger transmitting apparatus have been forwarded to America, and they are expected to be here within the year. With the new machinery messages can be sent to Hankow. In the college, the news received is posted in the corridor marked "Radio News." The students take much interest in it.

Big Demand For Health Books

With the outbreak of Cholera in the Yangtsze Valley and along the east coast, there has been a sharp increase in the demand for health publications of the Y.M.C.A. Council on Health. In May, 13,575, June 24,362, July 33,345 and August 26,252 copies of health bulletins have been sold. In addition 21,747 other pieces of health literature were sold in August.

The council has prepared material on 21 different subjects. It has just completed a book which has been accepted by the Commercial Press for use in the Chinese Government schools pending the final approval of the Ministry of Education.

News Brevities

Monday being Labor Day, the offices of the American Consulate-General will be closed to public business.

* * *

Major A. Bassett left for the North yesterday. He will visit Manchuria, Peking, Tientsin and other Northern ports and will return next month.

* * *

The Canton Guild has denied that General Chen Chung-ming has asked it to raise funds for military expenses for his campaign against the Kwangsi forces.

* * *

Reuben Bascomb, charged in the United Court for China with assaulting Captain Evan Jones of the U. S. S. B. Benoni, was fined $50 and imprisoned for 30 days.

* * *

Vaughan Read, of 128a Szechuen Road, was charged in the United States Court for China yesterday with building a matshed without first obtaining a permit. Commissioner Schuhl adjourned the case for a week.

* * *

Over a thousand people attended the memorial service held yesterday in honor of Mr. Liu Chung-wen, one of the revolutionary heroes of Wuchang in 1911. Mr. Hu Han-ming, representing Dr. Sun Yat-sen, made the principal address.

* * *

The Y. M. C. A. Day School will open for registration tomorrow.

* * *

The wedding of Mr. Chao Chuan, secretary of the Chinese Peace Delegation at Versailles, and Miss Chai Shu-ling will be solemnised this afternoon at 4 o'clock at the Second Middle School of the Soochow University, Quinsan Road.

* * *

"Reconstruction in China" will be the subject of a speech to be delivered by Mr. James Yen, secretary of the Chinese Students' Christian Association in America, before the Y. M. C. A. on Wednesday night at 8 o'clock.

* * *

The Y. M. C. A. evening school will commence their opening examinations Thursday night at 8 o'clock.

Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden Monday, commencing at 5:30 p.m.:

March, "Black Rock" . . . . Losey
Overture, "Maritano" . . Wallace
Waltz, "The Viennese" Czibulka
Selection, "Fedora" . . . Giordano
Fox Trot, "Keep 'Em Goin'" Wers
Selection, "The Rainbow Girl" Hirsch

P. Brunelli,
Musician-in-Charge.

O.V.B.
LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance
Gande, Price & Co., Agents.

Captive Flowers From Every Clime
are set before you, prepared by men whose life-work it has been to imprison the elusive odors of creation's sweetest flowers, lest they should waste their fragrance in obscurity.

COTY, PIVER, RIGAUD, HOUBIGANT, GUERLAIN, ROGER, GALLET AND GRENOVILLE.

Our prices are moderate, but our quality—superlative.

American Drug Co.
Proprietors of the
Maison de Parfumerie
40, Nanking Road.
Telephone Central 79 and 81
TO ALL DEPARTMENTS.

YE GIFT SHOP
"Rosemary, that's for Remembrance"
P573 Nanking Road

What could be more acceptable to our friends and relatives "At Home" than a useful gift made of Chinese embroidery, pottery or lacquer?

We are making up Christmas boxes for shipment.

In order that gifts may reach their destination before the holidays they should be shipped this month,

We pack carefully in wooden boxes, thus assuring the arrival of the gifts in the best condition.

Some reasons why you should use
MILKMAID STERILIZED MILK:—

1. Because it is absolutely sterile, that is to say, free from pathogenic germs.
2. Because it is safer than fresh milk and yet lower in price:
3. Because it cannot turn sour while the can is unopened.
4. Because it is ready always at any time in any weather anywhere.
5. Because it is splendid drinking in hot weather.

SOLD AT ALL STORES IN TOWN

STERILISED MILKMAID MILK

American Soda Fountain
SULLIVAN'S
Afternoon Teas *Open Nights*
The Down-town Meeting Place of the Elite

Initial Display

of

EXCLUSIVE

MILLINERY MODES

from

London and Paris

will be held

TOMORROW — The 6th Inst — TOMORROW

SEMI-TRIMMED and UNTRIMMED HATS
and a wide assortment of appropriate
TRIMMINGS
will also be shown
NEW COLOURS *NEW SHAPES*

WEEKS & CO., LIMITED

Millions Starving When Drouth Sweeps Northland; Typhoon Showers May Help

Millions of Chinese in the Northern provinces are threatened with starvation as a result of the drouth that has been prevalent, according to word received in Shanghai. It is hoped that the showers which have accompanied the typhoon will bring relief but it is admitted that the situation is serious:

The Kaifeng correspondent of THE CHINA PRESS writes:

"Thousands of Chinese bordering the Yellow River for hundreds of miles will starve to death by next Spring if the present drouth continues. Already in many places the Autumn crops are a total failure and the people are selling their animals because they cannot afford to feed them at present food prices.

"A few days ago I was at a railway station where a mule was offered for $5. I saw a good sized one sold for $6. It is hoped that rain in September will permit the planting of the winter wheat.

"Here in Kaifeng the cost of living has practically double in recent months."

A communication signed by S. Lavington Hart and James H. McCann and dated at Tientsin on September 1 has this to say about the situation:

SOUTH OF TIENTSIN

"We have just come from a gathering of a few men who met to hear some details of the conditions of the state of the country lying South of Tientsin, and especially reports handed in by Dr. F. F. Tucker of Tehchow, and Dr. E. J. Peill, of Siaochang.

"It is hard for us who live in this Port to realise that some twenty million people close to us are threatened with famine, and indeed that famine has already stricken thousands in this Province.

"Those who have travelled between here and Pei Tai Ho or Peking this summer, can form no idea of the state of the country in other parts, for the famine spreads southwards towards the Yellow River, and West of the Grand Canal. There, for miles the fields are bare and brown, as in winter, or show a few stalks instead of a good harvest. In the two reports details from many districts were given which cannot be reproduced here. One or two may suffice.

MISERY BY STARVATION

"East of Tsao Chiang Hsien, a family of six were reduced to utter misery by starvation. The father raised a little cash by the sale of his last possession, bought flour and meat, and made some meat dumplings. The children asked how it was that they had suddenly risen to such heights of luxury after eating leaves for months, and he replied that this was a treat to celebrate the New Year. After the meal they were all found dead, the distracted father having chosen this method of putting them all out of their misery."

"Being without food and unable to buy it, people are living on weeds and the leaves of trees, cotton seeds and bran, and anything else they can get which will afford a temporary relief from the pangs of hunger. All the apricot, acacia, and elm leaves were eaten first. Now they are eating any sort of leaves they can get.

"Children, especially girls, are sold or given away. Thousands of animals are being sold for a song, as there is no food for them, and there is no fuel for fires on which to cook the meat People are fleeing from their homes, coming up North, in hope that things may improve away from their famine stricken homes.

"The question is as perplexing as it is pressing: What must be done?

"We cannot produce the answer, and yet an answer must be found. Tientsin can never be content with being the chief avenue of commerce for a famine threatened and poverty stricken country.

"It is useless to be making year after year appeals for the aid of Charity if the country is to be left in the same hopeless condition, without even the prospect of remedial measures.

PLAIN OF DESOLATION

"As we tried in our discussion today to face the matter, some hope dawned on us as we became convinced that some of the larger measures for bettering of the waterways of this province, measures which have been talked of long enough, may yet prove to be the way of saving these millions of people from the recurrence of such huge disasters. Even now there are "oases" of green crops, scattered, it is true, very far apart, in this Plain of Desolation. These are due in many cases to works of local irrigation, which should be multiplied a hundred-fold. Why not seize this opportunity of the people's dire need, to see that some of these schemes are at last carried out, schemes which may bring a lasting remedy to this land threatened by food or by drought? The work involved would cost much less than the recent Summer War, and would give employment to those who otherwise must die.

"Meanwhile people are starving, and must be fed.

"We are confident that people of Tientsin are eager to "think through" this matter of North China famines, and we shall be glad to give further and more detailed information to any Relief Committee that may be formed."

Report Is Made On Condition Of Hongkong University

(*Reuter's Pacific Service*)

Hongkong, September 4.—The government has published a preliminary statement with regard to the first report, dated June 30, of the Commission, appointed to inquire into the position and working of Hongkong University. With regard to the present financial condition of the university, the statement says that the commission found that at the close of the financial year on August 31, 1920, the deficit for the year on the working account would be about $145,000, the accrued bank overdraft about $500,000 on working and capital accounts, combined, and the accrued deficit about $70,000 on the endowment sinking fund.

The Commission among various recommendations strongly advises that the University be carried on in all three of the present faculties, medicine, engineering and arts; that it be carried on under conditions which make for efficiency and success; that, if it is to reach and keep a position, worthy of the Colony and of the British Empire, and to take its proper part in the developments, now in progress in China, it must maintain a standard, fully as high or higher than in the past, and must expand soon and widely; in particular, there is urgent need of increased hospital facilities in the Medical Department and better workshops in the Engineering Department and certain improvements are recommended in the educational and commercial courses: that a Vice-Chancellor be appointed as soon as possible and that the institution be forthwith placed on a business footing.

With these views the Governor in Council and the unofficial members of the legislative council are in accord and the government will forward a communication to the Secretary of State for the Colonies with regard to the necessary financial measures.

Unclaimed Telegrams

Commercial Pacific Cable Co.
September
2 Fordbrook, Shanghai.—
New York.
2 Benking, Shanghai.—
New York.

USED CARS
See Davis, Central Garage

TO WHOLESALE TOBACCONISTS.

The Proprietors of RIZKALLA'S VIRGINIA Cigarettes manufactured in London, England, are prepared to offer unique terms to large firms able to cope with huge demands for British Cigarettes.

All orders executed promptly and wholesale houses of established repute dealt with only. Successful selling lines with large profits immediately available.

Apply for Trade Terms to:—
RIZKALLA COMPANY,
44, Compton Street,
Russell Square, W.C.,
ENGLAND.

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Dr. E. G. Lobzowsky
DENTIST
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
No. 3 G Peking Road
Tel. Central 1125

Let us do your painting—
FEARON, DANIEL & Co., Inc.
'Nuff Said!

New Stocks in Shanghai

The phenomenal success of Resinol Soap as a Bath and Toilet adjunct, led to stocks being sold out quicker than anticipated.

Fortunately, further stocks are just landed and may be obtained from

ALL THE CHEMISTS AND DISPENSARIES IN SHANGHAI

HALL & HOLTZ, LTD.
14 Nanking Road
DRAPERY & MILLINERY DEPARTMENTS
Now displaying the First Consignment of
AUTUMN FASHIONS AND NOVELTIES.
Selected by our own buyers in
PARIS—LONDON—NEW YORK—SAN FRANCISCO

Beaded and Sequin Dress Trimmings

Splendid Assortment of Dress Materials in **Gabardine Serge, Velour, Venetian, Cheviot Velvet, Satins, etc., etc.**

A few Dress lengths from **PARIS,** showing the latest effects for the coming season.

Our new Boot room is now replete with **British, American and French Style Shoes, British Golf Shoes, Gold and Silver Shoes, Evening Pumps.**

Ladies' Light-weight
OVERCOATS
Suitable for Steamer wear or after tennis. Latest Style.

Model Millinery under the supervision of **Foreign Milliners** with **Paris** and **New York** experience.

Gold, Silver & Silk Laces, for evening wear.

Latest effects in Wide **Wool Scarves.** Plain colours, also wide equal stripes in bright colours, self colours, black and white stripes, all silk scarves.

Large Variety of **Sports Knitted Coats** and **Jumpers** in **Silk** and **Wool. Exclusive Styles,** selection from **"The Milton House industry,"** the **Fellowship of Naval War Widows,** every garment a work of art.

Numerous Novelties, Useful and Effective.
French Perfumes, Lotions, Soaps
and Eau de Cologne
from: Rosines, Arys, Coty, Roger and Gallet.
HALL & HOLTZ, LTD.
14 Nanking Road

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

GREAT
MONEY-SAVING
-SALE-

SPECIAL BARGAINS THIS WEEK IN GENTS' WEAR. BOOTS AND SHOES AND FURNISHING GOODS. YOUR OPPORTUNITY TO PURCHASE GOODS AT PRE-WAR PRICES. ENORMOUS REDUCTIONS IN ALL DEPARTMENTS.

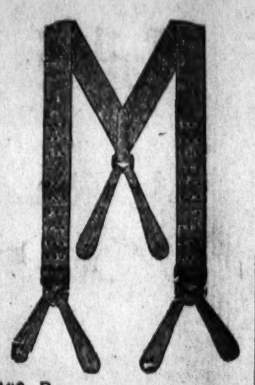
750 Dozen
White Cambric Handkerchiefs 18 inches x 18 inches 1 inch Hem. Good value at
Sale Price **$2.50** Dozen
Usually $3.00 ,,

100 Dozen
Gents' socks in assorted shades and sizes. Every pair a bargain
Sale Price 3 pair for **$1.00**
Usually 75 cts. pair

50 Only
Bath Gowns in assorted shades made of the very best towelling
Sale Price **$8.50** each
Usually $12.50 ,,

250 Mercerised
Cotton Pyjamas in smart patterns and assorted sizes
Sale Prize **$3.25** per suit
Usually $5.00 ,,

250 Assorted
Gents' Ties with open end. Very strong and reliable
Sale Price **$1.00** each
Usually $1.50 ,,

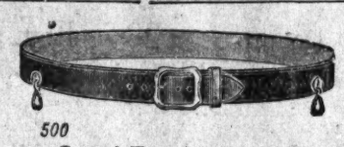


300 Dozen
Imitation "Guyot" Braces in very choice patterns, very reliable.
Sale Price **50 cts.** pair
Usually $1.00 pair

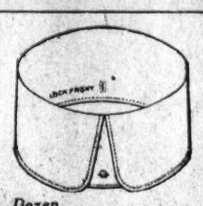
150 Only
Gents' white **Wool Sweaters** with Polo collar best knit.
Sale Price $3.25 each
Usual Price $5.00 each

250 Dozen
Gents all wool **Black Cashmere Socks** with **Fancy Clox** in assorted sizes
Sale price **2** pair **for $1.00**
Usual price $1.00 pair

50 Pairs
Gents' White Kid Gloves for evening wear all perfect skins.
Sale Price **$1.00** pair
Usual Price $2.00 pair

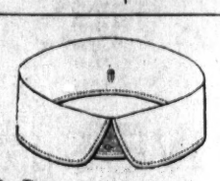


500
Gents' Tan Leather Belts
1 inch wide in assorted sizes. Very strong and of good appearance.
Sale Price **75 cts.** each
Usual Price $1.00 each



250 Dozen
Gents' four fold Linen Collars sizes 16, 16½, 17 and 17½, suitable for office wear.
Sale price **$2.25** Dozen
Usual $3.50 ,,

Gents' Elastic live wire Belts 1" wide in assorted sizes. Best for Tennis wear.
Sale price **$1.00** each
Usually $2.0 ,,



50 Dozen
Double Collars four fold Linen in sizes 13½", 14", 14½", 15" Sale price **$2.25** Dozen
Usually $3.50 ,,

Made of three ply wood and will not warp.
Very Reliable in all Climates
Sale price 11.50
Usual $12.50

Noted for their Durabilty and soft finish sizes 18" by 18" with smart fancy border.
Sale price $6.00 Dozen
Usual $7.00 ,,

YOUR MOMENT OF ECONOMY IS *OUR* COLOSSAL VALUE GIVING

GENTS' REGAL BLACK CALF OXFORDS
Pointed toe well cut ankles.
Sale price $10.00
Usual price $14.50

The Super Bargain. Gents' Black Kid or Calf Balmorals
Regal Manufacture.
SALE PRICE $8.50
Usual P. $14.50

GENTS' ENGLISH MADE LEATHER SLIPPERS
Flexible good quality leather soles. Colors Brown and Maroon.
Sale Price $4.00 | Usual Price $5.50

GENTS REGAL BLACK OR TAN GLACE KID BLUCHERS
High grade well finished
Sale Price $10.00
Usual Price $14.50

Gents' Tan Willow Calf Bluchers
Full round toe. A few pairs only
Sale price $9.50 Usual price $14.50

Gents' Regal Black Calf or Black Glace Kid Blucher **Oxfords. Style and Comfort.**
Sale Price **$10.00** Usual Price **$14.50**

GENTS' STOUT BLACK CALF BLUCHER.
Strong double specially waterproofed soles
Sale Price $10.50
Usual Price $14.50

Ladies' Colt, Patent Colonial Louis Heel Newest Round Toe
Sale Price **$11.25**
Usual Price $14.50

Ladies' Nigger Brown Glace Kid Gibson shoe. English made, Cuban Heel
Sale Price **$9.50**
Usual Price $14.50

LADIES' NIGGER BROWN GLACE KID COLONIAL
Louis Heel New Round Toe
SALE PRICE - $13.75
Usual Price - - - $17.50

Ladies' Black Glace Kid Oxfords. Louis Heel
Sale Price **$6.50**
Usual Price $12.50

LADIES' BLACK GLACE KID BLUCHER OXFORDS
Patent Cap Cuban Heel
SALE PRICE - $10.00
Usual Price - - - $14.50

Ladies' Dull Kid Colonial Round toe. Louis Heel
Sale Price **$11.25**
Usual Price $14.50

Ladies' White Canvas Oxfords Louis Heel, Wichert Make
SALE PRICE - - $13.75
Usual Price $16.50

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Ladies tan glace kid buckle shoe, cuban heel. English manufacture, an ideal fall shoe
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100 Table Covers
In all sizes and colourings from **5.00** each
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Fancy Striped Casement cloth. all Colours 50 inches wide
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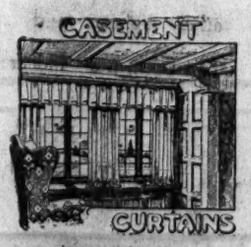

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Special Clearing Line!
50 pairs only
Lace Curtains, Ecru shade only about 2½ yds. long. Sale Price **$2.50** per pair

50 pairs
Lace Curtains, Ecru
Shade only, 3 yards long.
Sale Price $3.50 per pair
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50 pairs
White Lace Curtains
3½ yards long handsome designs.
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Size 3½ yards long
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SPECIAL VALUE
100 only
Light Kapoc filled Cushions size about 19 x 19 inches
Sale Price **$1.00** each

2000 yds.
Printed Cretonnes
Full ranges, all the newest ideas, all at sale prices, 30 inches wide
Sale price **95** cts. per yard.
Usual Price $1.45

500 yds.
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values up to $1.45 per yard to be cleared 55 cts. per yd.

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200 yards. **Cream Curtain Net.** Pretty design 50 inches wide.
Sale Price *$1.50* per yard
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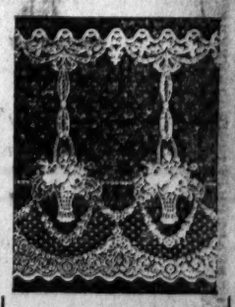
50 pairs Madras Muslin Curtains, Ecru only, 3½ yds long
Sale price **$9.50** pair
Usual **$12.50**



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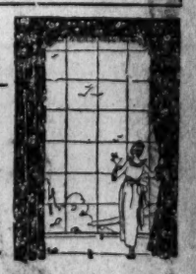
(Real Witney)



WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

Wedding

NYLAND-MAHER

Miss Ladis Maher became the bride of Mr. G. Nyland yesterday afternoon at 3:30 o'clock at St. Joseph's Church in Frenchtown. The couple left on the 6 o'clock train for a honeymoon at Tahu Lakes.

Following the ceremony at the church a reception was given the bridal pair at the home of Mr. L. Encarnacao at 22 North Szechuen Road.

Mr. Nyland is connected with the Standard Oil Company of New York and is known as one of the active young business men in Shanghai. His bride has a wide circle of friends in the younger social set in the Settlement.

Passengers Arrived

Per C.M. s.s. Kianghsin from Hankow: Mrs. Carrott; from Nanking: Mr. H. A. Adamsen, Rev. Father J. Michelin.

Per C.N. s.s. Shengking from Hankow: Mrs. Boyce, Miss Goforth, Mr. Jeffrey, Lt. Crawford.

Per S.M.R. s.s. Sakaki Maru from Dairen: Mr. and Mrs. L. F. Mathew and 2 children, Mr. and Mrs. M. Bos and 2 children, Mr. and Mrs. Ullstein and child, Mr. and Mrs. C. Blueler, Mr. and Mrs. H. Urakawa, Mr. and Mrs. G. C. Wingrove, Mr. and Mrs. Komaroff, Mr. and Mrs. Beresavsky, Mrs. Shechikin and 2 children Mesdames W. M. Robertson and 2 children, I. H., Olsen and 2 children, C. Richard and 4 children, G. W. Waite, N. Breitman I. E. Foncard and child, A. M. Hobbs and child, E. A. Mateff and child, J. Judon, Lebenson and child, Vassilieff, R. Itzcovitch, a. Gidolevitch, Selivusch, Master Sorensen, Misses A. Roach, F. Orgelik, R. Beerbrayer, Messrs. J. Yavdyensky, R. E. de Lay, L. M. Beytogh, G. Luxon, A. Ottossen, L. G. Cousins, H. I. Walter, E. Heath, R. S. Sovarey, W. Wiley, W. Hilsbreg, S. Lupton, C. A. Kragh, L. J. Encarnacao.

Passengers Departed

Per C.N. s.s. Ngankin for Kiukiang: Mrs. J. Ollerton, Misses Hoerter (3), Vera Hoerter, Mrs. J. Morgan, Messrs. G. J. W. Morgan, F. Lynburg; for Hankow: Mrs. H. Saker, Misses Marshall (2), Master Marshall, Mr. J. Robertson.

Passengers Departing

Per C.N. s.s. Chenan for Hongkong: Misses Carroll, Smith, Louisa, F. Dunford, Mrs. N. Ellis and child, Messrs. E. M. Gordon, J. H. Bear, Andrews, C. Easingwood, G. Rogers.

Per I-C. s.s. Kingsing for Weihaiwei: Messrs. Megert, Shaw; for Chefoo: Miss Bench; for Tientsin: Mr. H. C. Jones, Mrs. C. K. Gotch, Mr. and Mrs. Judd.

Per S.M.R. s.s. Sakaki Maru for Dairen: Mrs. E. Brook and 2 children, Mr. and Mrs. E. des S. Carneiro, Misses Alice, A. Carneiro, S. H. Reid, Loos, Mr. and Mrs. W. G. Allen, Mrs. Oppenhein, Mrs. Procofieff and child, Mrs. F. H. Watson, Mrs. E. M. Dawson, Mrs. T. B. van Corbach, Messrs. C. F. Gorman, C. S. Richards, A. Bowes, Fox, H. B. Campbelt, Laurent, W. J. Roberts, J. L. Coates, Ch. Rambter, E. Thacher, Chang, W. Leineweber, G. F. Dumbarton, F. W. Sandt, E. Judah, N. P. Gadjen, Hallam, Bassett, Sullivan.

Siccawei Weather Reports

3.—Of the two centers signalled yesterday, the S one breaks all the lines of Formosa before noon; the N one (barometer below 28.34) seems to incline to WNW, near the Meiaco Simas, owing to the increasing pressures of N China. Whole gale on the coast, between the Saddles and Formosa; hurricane around the center of the typhoon. Fairly hard squalls at Shanghai; showers relatively rare.

4.—The squalls continue during the night, the wind playing between NE and ENE. Overcast and threatening weather. The pressure is falling but slowly, because of the high pressures of the N.

SCIATICA AND RHEUMATISM.

Agonies That Can Be Banished.

Real agony that pierces your hip and that shoots down your leg—agony that grows worse when you are warm in bed and longing for sleep—that is Sciatica. Pains in your joints and muscles, perhaps accompanied by swelling, stiffness, redness, feverishness, thirst, loss of appetite and a general feeling of weakness and misery, these are the symptoms of Rheumatism.

Both Rheumatism and Sciatica are due to the same cause, a debilitated, poisoned state of the blood. This explains why Dr. Williams' pink pills have proved so successful as a remedy. They purify and enrich the blood, and they make new, rich red blood at every dose, thus revitalising the nerves, invigorating the digestion and restoring health and strength to the whole body.

Anaemic people are easy victims to rheumatism, and on the other hand rheumatism rapidly thins the blood, thus inducing anaemia. For anaemia and all the disorders arising therefrom Dr. Williams' pink pills for pale people have been the most famous remedy in the world for over thirty years. They are obtainable from dealers everywhere, and $1.50 the bottle. $8 for six bottles, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. Today is the best time to commence your own cure.

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P448, Nanking Road,
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TIFFIN 75 cts.
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Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE
Tins 70 cts. lb.,
Tabloids 60 cts. doz.

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AUTUMN SUITINGS OVER-COATINGS BLUE SERGES

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Bedford Cords in all grades

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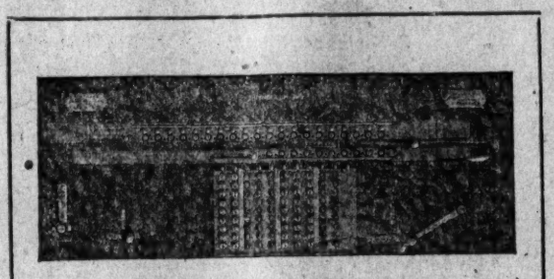
The "Millionaire"

Do you know this wonderful calculating machine?

One turn of the handle

and the sum 4,678,246 x 9 is done. Easy to operate. A school boy or girl can operate it.



The machine for Accountancy and Statistical Departments

Multiplication—Addition
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Hand or Electric Drive
Sizes: 16 to 20 Figures

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If You Are Building For Permanency—

YOU should realize that the roof of any structure should receive the same deliberate consideration as the foundation. The house builded on the sand has its counterpart in the building with an inferior roof. The slighting of the covering means money lost through repairs, replacement and damage done to the interior. JOHNS-MANVILLE *Asbestos Roofing*, a flexible stone roof, fulfills every requirement no matter how exacting and eliminates maintenance cost, worry and possible damage. It requires *no painting* or other upkeep and wears and withstands the elements indefinitely.

Permit Our Engineers To Figure With You

Building Materials
Johns-Manville Asbestos Built-Up Roofing for flat roofs
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Keystone Hair Insulator
Mastic Flooring
Transite Asbestos Wood
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Radiator Traps

Power Specialties
Asbestos Sponge Felted, pipe sheet and block insulation
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Insulation for cold water, hot water, brine and ammonia
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Asbestos and its allied products
INSULATION that keeps the heat where it belongs
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FIRE PREVENTION PRODUCTS

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Serves in Conservation

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Exclusive Representatiyes for the Orient
HEAD OFFICE FOR CHINA
12 Nanking Road Shanghai
Complete Stocks Carried

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CREAM BUT NOT CREAM

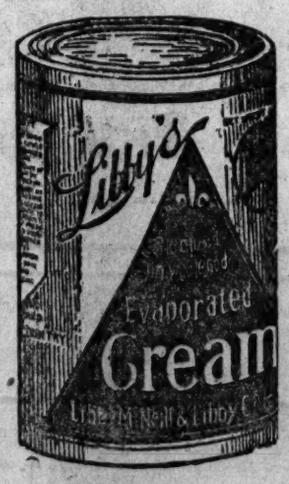
This sounds rather contradictory, but when you have become acquainted with Libby's Cream, you will realise what is meant.

Libby's Cream is pure, fresh cows' milk with nothing taken from it but water—by a process of evaporation.

Being sterilised, it is absolutely safe for all purposes.

It can be used equally well as Milk or Cream.

As it comes from the tin it is Cream, but dilute it with an equal part of water and it is Milk.



SOLD EVERYWHERE

Libby's Cream

Agents:
CONNELL BROS. CO.

BOWMAN'S DEAL INVOLVES 2 BIG LONDON HOTELS

New York Boniface Previously Had Tried To Enter Field In Britain

NOTED MEN INTERESTED

Trust House, Ltd., Organised To Sell Alcoholic Liquors And Food At Low Prices

London, July 24.—The announcement of the purchase by John McE. Bowman, the New York hotel proprietor, of the Hotel Cecil in London and of the Cecil and the Trust House, Ltd., news of which was printed in The Sun and New York Herald of Friday, marked the consummation of the biggest hotel deal in the history of England.

Mr. Bowman came to London last winter at the suggestion of an old college friend, Mr. Robins of Toronto, and tried to obtain the Devonshire House. In this he failed, owing partly to difficulties of construction under London's ancient "lights' law," which forbade the erection of a "skyscraper," and partly because of financial reasons. When he returned to his home in New York, however, he was still determined to have a hotel in England, and his purchase of the Cecil is the result of that determination.

The Cecil is near Charing Cross and extends from the Strand to the Embankment. Before the war it was one of the most popular hotels in London and the largest in Europe. It was especially popular with Americans in London and with the South Wales coal "kings." It was built by Jabez Balfour as an enormous office building with extensive suites of rooms. After he was charged with embezzlement and fled to South America the building was sold under a receivership. Later, after it had undegone extensive alterations and additions, it was opened as a hotel.

COL. VILLIERS IS CHAIRMAN

The chairman of the Hotel Cecil Company is Col. E. Villiers, who also is chairman of the Mint, Birmingham, and other companies. Among the directors are J. D. Broad and Edward Dexter of New York, who also are members of the board of directors of the Freehold Estates, Ltd., and are interested in various food companies here.

The Trust House, Ltd., was organised in 1903 and backed by funds provided by prominent persons in England. At first dividends were limited to 5 percent, but later on were increased to 7 percent. Managers were appointed under contracts providing for no commission on the sale of alcoholic liquors. However, they received a percentage of the profits derived from the sale of food.

The idea of the organisation was to replace gin "palaces" with respectable cafes, where food and drink were sold at moderate prices and where there was a degree of comfort not previously known in cafes in this country. A start was made with one house, but now there are twenty of them in London, the newest being the Victory Cafe in Liecester Square, which is now as well known as is the Cafe l'Empire. Lord Lytton is chairman of the board of directors.

Among the other directors are McCormick Goodhart, the Hon. Richard Henn Collins, the Hon. Colville Francis Dent, well known railroad man; C. A. Phillimore, a director of Coutts Bank, and W. E. Hansell, a director of the North British Mercantile Insurance Company, all of whom are prominent in social and philanthropical work.

LIPTON INTERESTED

It was stated that Sir Thomas Lipton was deeply interested in the new scheme by Mr. Bowman, his object being to obtain an interest in a chain of hotels and restaurants throughout England which would enable him to compete with the chain organised by the late Sir Joseph Lyons. The authorised capital stock of the Trust House, Ltd., is $5,000,000, and that of the Hotel Cecil Company is $4,000,000.

It is understood here that Major Bevington, who returned to New York aboard the steamship Olympic leaving Southampton last Thursday, carried with him no less than twenty contracts signed on behalf of Mr. Bowman for the taking over of these two going concerns. It is probable that they will be incoporated next September, but the public will not be asked to subscribe to the stock, as the capital has been arranged.

The Cecil during the war was the general headquarters of the Royal Air Forces. It is still in the hands of the decorators, but will reopen next October. It was reported that Mr. Hoi, who made a big reputation as a hotel man when he was manager of the Savoy, will be in charge.

HORROR AND HUMOR OF WAR IN POSTERS

French Government In Louvre Displays Placards From All Belligerents

Paris, July 24.—American visitors in Paris, who are always interested in the Louvre Museum, have an opportunity to study a new exhibit of war posters and relics obtained from allied and enemy nations, even Germany contributing some of her most "hateful" recruiting posters which failed to inculcate the proper straffing spirit.

While many amusing features are afforded by these posters, the tragic days of the German occupation have not been overlooked and visitors who have seen them have expressed great horror when they saw the placards issued by the Germans at Lille announcing the shooting of townsmen there in September, 1915.

Among the German exhibits are the original orders for Belgian and French girls to leave their homes and work in distant fields under brutal oppression.

The French Government intends that the new salon shall perpetuate the memory of the war's distress and develop a righteous horror of the rebirth of any policy which would make possible a repetition of the events of the five years of war.

A collection of American recruiting posters was given to the Government by the United States, among them being the original drawing of "On the job for Victory." Hundreds of photographs of American troops are shown. They cover every phase of American war activity, from the review of the Seventh Regiment by Marshal Joffre and the landing of the "doughboys" at Brest to the entry of American troops into the Coblenz area of occupation.

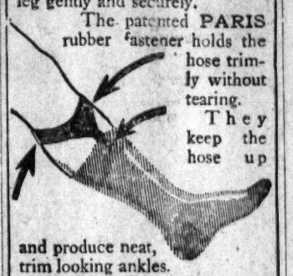
Not the least striking feature of the exhibit is the chance it affords to study international psychology, the American war posters invariably stressing a patriotic sentiment; the British that of the perpetuation of Great Britain's valiant traditions and the Belgian being an incessant appeal that the nation's firesides be protected. The German posters throughout the whole war showed arrogance and brutality by gloating over the results of "frightfulness."

PARIS GARTERS

No Metal Can Touch You

are preferred throughout the world by the well bred and cultured gentleman because:

They are tailored to fit the leg gently and securely.



The patented PARIS rubber fastener holds the hose trimly without tearing.

They keep the hose up and produce neat, trim looking ankles.

All metal parts are nickled brass—perspiration cannot rust them.

Ask for the genuine PARIS Garters and take nothing else. Imitations, at any price, cost you too much.

A. STEIN & COMPANY
Makers—CHICAGO, U. S. A.

PARIS GARTERS No metal can touch you

Distributors: Kuhlow, Pappe & Hodges, Ltd., Shanghai, Hongkong, Tsingtao.

French Composers Aim At Foreigners

Would Bar All But Native Opera Productions

Paris, July 24.—American and other foreign composers, even though they are allied nationals, will have little prospect of presenting their works at the Paris Opera if the Society of Artists, Authors and Composers has its way.

During the presentation of "Seven Songs," a brilliant composition by Francesco Malipiero one of the most notable members of the young Italian school, French artists organised a disturbance in the galleries, shouting "Vive la France!" at intervals during the opening scene and hissing the composer's name when it was announced.

The opposition bases its argument on the fact that the Opera receives a subvention from the Government, and holds that, therefore, compositions by Frenchmen should receive preference over those of any other composers. The law provides for the acceptance of eight new compositions a year, but these were in arrears during the war, and until forty worthy French works are found foreign productions will be held in abeyance.

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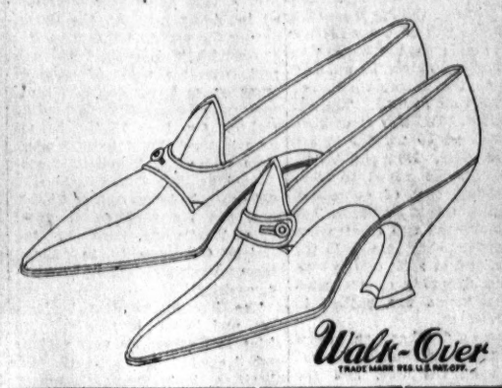
FOR STYLE, DISTINCTION, ECONOMY AND WEAR

None better made for man or maid. When you see our range of styles and sizes they will win your approval at first sight.



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Made of Black or Russia Calf Leather.

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Our "DU BARRY" Model
Sepia Kid forepart, Fawn Suede quarter.

We are ever ready to show our line of footwear whether you intend buying or not.

SILK HOSIERY FOR MEN AND WOMEN

WALK-OVER SHOE STORE

24 NANKING ROAD
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GOLDEN STATE

LEMON JUICE

is delicious, and there would be something very radically wrong somewhere if it were not delicious. Its home is in the deep cool lemon groves of "The Golden State," California, the lusciousness of whose fruit is unexcelled:

In each bottle of this delightful beverage there are

18 LEMONS 18

Guaranteed absolutely pure under the U. S. Pure Food Laws.
Stocked by all first class stores
Wholesale only from

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44 Nanking Road

Telephone: Central 3024.

WAR'S AFTERMATH IN ENGLISH CITIES

American Visitors Find The Getting Back To Normal A Slow Process

HIGH PRICES EVERYWHERE

But Taxes Are Higher, Too, Than Elsewhere In The World

London, July 15.—Economic, financial and industrial conditions are steadily improving in England, but are still a very long way from being normal. Strikes are the bane of progress here in these days. Demands for more pay and shorter hours follow each other in quick succession from the various branches of organised labor. The trouble is that less efficiency seems to follow the granting of each demand. Immediately one of the big industrial companies settles with one section of its employes by increasing wages, trouble starts in another section of the workers till the change goes all around. Then it begins again. Railway fares have been increased 50 percent in the last three years. Now another 50 percent is to be added to meet the increased cost of operation. New rolling stock, however, has been constructed and service has been improved considerably in the last year, and in spite of the high fares and dropping of excursion rates the trains are packed in every direction.

London still has an extra million population which drifted there during the war, and the hotels are so crowded that strangers who have not reserved rooms frequently have to drive about for hours seeking accommodation. The Victoria has part of its rooms open for the public, but the Cecil, Metropole, Grand and De Keyser are still closed. Prices are high, especially for Americans, whom a part of the population seems to regard as traveling banks, always ready to hand out large sums when called upon. The hotel best known to Americans charges $10 a day for a room without a bath, and New Yorkers staying there assert that it costs them $24 a day for lodging, meals and tips.

Still another West End hotel, which is more exclusive, charges $22 for a room without a bath, and the cost of meals in its restaurant might affect the heart of any person other than a war millionaire. The hotels owned by the railroad companies at the terminals still charge moderate rates and have good food and service.

Women smoke practically everywhere since the war. Some of the more daring now have special brands of cigars imported from Cuba for their use, and smoke them publicly in theaters and restaurants. In the streets Englishmen have become quite accustomed to having women ask them for a light. The writer saw a fashionably dressed woman dining at a well-known hotel off the Strand who was taking puffs of a cigarette through a long amber tube almost after each mouthful. She remarked audibly to a friend that she could not really eat a thing without her "cig." Ricardo Martin, the tenor, who is singing at Covent Garden, after surveying her remarked, prophetically, "If this goes on, in ten years it will be considered effeminate to smoke."

The emancipated Englishwoman has invaded the men's territory to such an extent that on the golf links and in hotels you sometimes find notices have been posted which read: "This smoking room is reserved for gentlemen only."

One tobacconist asserted recently that women now purchase three times as many cigarettes as men and some are taking to pipes. Since the new tax has come into force the quality of cigarette tobacco has deteriorated, as has that of cigars, except the very high priced ones.

English people are probably more heavily taxed than any other nation in the world at the present time. They do not complain of this, but protests are heard against arbitrary methods adopted by the Government in dealing with excess profits and against the waste which still goes on in many departments. Food is very dear and there is still a scarcity of butter and sugar. Many people have become so accustomed to going without the latter during the war that they now dispense with it altogether, which is well from the point of view of economy, as sugar costs 30 cents a pound now and threatens to go higher. On June 15 the bakers were instructed not to make any more white bread, and it is considered possible that bread cards will again be issued before Christmas, the big supplies of grain from Russia promised by the Soviet Government to Lloyd George having proved to be purely mythical.

The housing problem in London, and in fact in all the large cities in England, is very serious and the suggestion that the authorities take over all empty houses, as they did in some towns during the war, is being agitated.

Shoes, hats and wearing apparel generally are very dear, but through the action of Mallaby Deely, M. P., in buying cloth in large quantities and cutting it into garments by machinery, the cost of men's suits has been reduced to the equivalent of $15. This is a great boon to persons of modest income, the only drawback, perhaps, being that the machine-cut frequently look like it.

Popular interest in London at present is chiefly concerned with a sensational arsenic poisoning, betting on the races, and the arrival of Mary Pickford and Douglas Fairbanks. The minutest details of this particular murder are printed with large headlines on the front pages of most of the morning and evening newspapers, despite the protests of old-fashioned readers. As to betting, this goes on among all classes of men and women alike. The rich bet at their clubs through "turf commissioners," and the working people send their shillings or half crowns to small bookmakers who stands in secluded corners waiting to receive them.

London went wild over the arrival of Miss Pickford and Fairbanks. Wherever the two went on their sightseeing tour of London they were mobbed by crowds of the curious. At the annual theatrical garden party held on June 22, in the grounds of Chelsea Hospital, the crowd was so great that the tent fell down and Miss Pickford was lifted out from under its canvas folds looking very pale indeed. It was a little too much popularity even for a film favorite.

There has been a big slump in theatrical business generally, however, which is said to be chiefly due to the high prices charged for admission and the poor plays produced. During the war, when thousands of officers and men were arriving daily from the front with pockets filled with money to spend, any kind of play, no matter how weak or silly, would draw well; but these days have gone. The munition works, with their high wages, have all been shut down, and most of the men and women who worked in them have spent their savings since the armistice. They spend such spare funds as the high cost of living leaves them now in making excursions to the seashore or into the country, instead of going to the theaters or music halls. The receipts of the cinema houses have also greatly fallen off. Some of the biggest have closed for the Summer, to cut down expenses.

The London shop assistants are chiefly interested in the Shop Closing bill, which, if it is passed, means that stores cannot be open before 9 a.m. or later than 7 p.m., and must be closed also for half a day Thurdays or Saturdays. This will be a great hardship to the small shopkeeper in the poorer districts, who takes care of his business with the aid of his wife and family, because his customers do their shopping after working hours—that is, late.

The Defense of the Realm Act—called Dora for short—is still in force in England, so it is impossible to buy candy, cigars, tobacco, matches, books, and a great many other things after 8 p.m. The writer entered a fruit shop in Oxford Street at 9 o'clock the other night and tried to buy a pound of apples, which were exposed in a basket in the window with other fruit, including grapes, peaches, oranges and bananas.

"I cannot sell you any apples," said the shopkeeper.

"Why?" he was asked.

"Because Dora does not permit it. I should be liable to a penalty of five pound ($20) for each apple I sold to you, if an inspector reported me."

"Then why do you keep your shop open after 8 o'clock?" he was asked.

"To sell the strawberries and cherries that I have in stock," was the reply. "They are perishable goods."

Public houses (saloons) are permitted to sell intoxicating liquors between 12 and 2:30 p.m. and between 6 and 10 p.m., which is two hours after the closing time for selling chocolate. These hours are strictly observed, yet those engaged in the retail liquor trade are making more money than they ever did before on account of the high prices and the short drinking hours. Few cases of drunkenness are seen in the streets of any of the big cities, because the liquor sold over the bars is so weak in quality, so small in quantity and so costly in price that the average man cannot afford to buy enough to reach the intoxication stage. Wines, including champagne, can be obtained, but they are very dear. It is not a love of prohibition that is keeping the English people sober, because the drinking places are packed during the hours they are open. It is lack of money. Yet it is considered probable that certain sections in Scotland will go dry this year, through the votes of women, when the new Local Option act comes into force.

Khaki uniforms have disappeared from the streets and maimed ex-soldiers can no longer be seen on crutches. Most of these have been furnished with artificial arms and legs and provided with jobs in Government offices and banks. The women have left their war jobs on the motor buses and street cars, but there are still a few in the booking offices of the railways. England gradually is beginning to look normal.

There has been considerable comment here over the report from Washington that the charge for an American passport vise will be increased from $2 to $10 on July 5, which, with the head tax, will make a total of $18 to be paid by every alien entering the United States. Steamship agents say that this will have the effect of diverting a good deal of emigration from Europe to South America and to Canada. Germany is charging the equivalent of $7.50 to all travelers for a vise and other countries from $1 to $3.

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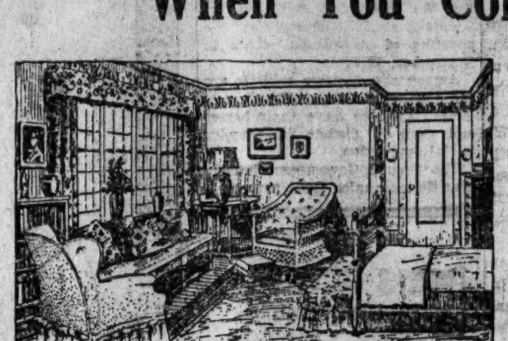

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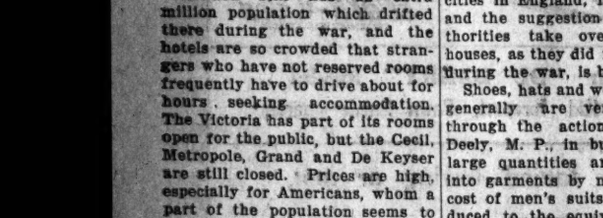

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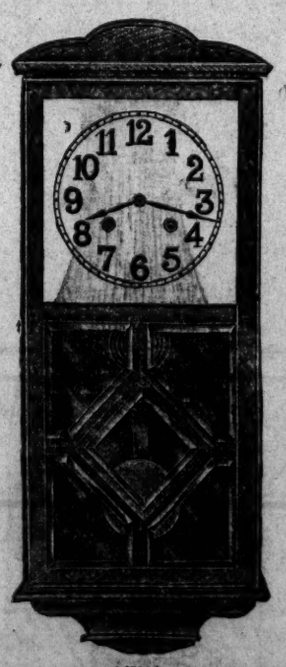
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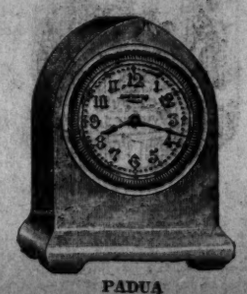
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Ferrero Warns Of Revolt In Italy

Famous Historian Declares Cabinet Fiddles While Disorder Spreads And State Is Slipping Into Bankruptcy

BY GUGLIELMO FERRERO
(*The Famous Italian Historian*)

Paris, July 20.—If there has ever been a ministerial crisis the meaning of which is perfectly clear, it was this last one in Italy. No lengthy speeches are necessary to explain its causes.

We can no longer feel secure in regard to any of the great public services; the scarcity of food is increasing, money is decreasing in value, and the middle classes are reduced to a state of desperation. Bread is getting scarcer and worse in quality, and the State is slipping into bankruptcy. Not a day passes in which there is not bloodshed in some encounter between the people and the police; not a day in which we have not to register some new attempt at armed revolt.

The functionaries of the State openly dare to make use of the strike as an armed policy. The railwaymen inspect the trains and wagons before they leave, and verify the absence of suspicious characters or goods, in accordance with the political doctrine that they believe in. Disorder has reached such a point that it is no longer possible to make any sure plan for the future.

GOVERNMENT IS INACTIVE

Industry and commerce are paralysed; idleness is increasing just when labor has become more necessary than ever. And the Government looks on at all this disorder and ruin as if it were none of its business; it abandons the railways to the railwaymen, the post office to the employes, the streets and squares to crowds in a state of tumult and the future to Providence.

Is it strange, therefore, that one fine day there was a majority in Parliament which overturned the Ministry, even though it took advantage of a special occasion to do so? Or that the country believes that it can put into concrete form at the foundation of the crisis the universal desire for a less fatalistic government, a government which counts less on Providence and more on its own labors to help the nation in this agony?

What the country expected when the change of men was made was a change of the spirit animating the entire government; it hoped for a little ardor and faith and courage, a certain degree of civic zeal, of solicitude, even some slight spirit of abnegation and sacrifice.

NEED SPIRIT OF SACRIFICE

In the great crises of history it is extremely difficult for a nation to be saved unless some institution some party, some social group shows itself ready to run a certain risk, to make a certain sacrifice.

When considered face to face with reality, with the passion and agony of the present moment, the new Ministry differs from the last only in the names, for the most part unknown, of a certain number of its members.

By this time, with us, parliamentarism is like a closed "ring," just as are all governments which have grown old. It is a closed ring in which the spites and interests and ambitions of individuals and of groups are in a state of violent ebullition.

"Inside this ring the men of the Government spy upon and plot against one another, hate one another, fight for power according to certain conventional rules, which they are the more jealous to see observed the more arbitrary they are; and the result is that to an observer from outside they seem like so many children that quarrel as they play, careful only to see that no one violates the rules of the game. And in the meanwhile, a civilisation is perishing outside that closed ring, a political and social order is being dissolved, an immense revolution is maturing in the womb of time.

All governments, once grown old are no longer capable of doing anything but to "passively" resist the revolutionary forces that assault them from outside. A school has been born in Italy, and is getting daily larger, which follows the Government and makes a regular State doctrine of the policy of passive resistance and professes that the only way of holding in the revolutionary spirit of the masses is to let them give vent to their feelings.

There is no doubt that a Government which is reduced to the form of a closed ring may defend itself for a long time against its internal and external enemies by opposing a passive resistance and making a species of unscalable barbed wire fencing around itself out of the very chronic disorder itself in which it lives. Turkey did this for an entire century.

LACK OF AUTHORITY

But this passive resistance of an aged State may last for a long time on one condition, namely, that the Government rests on a principle of ancient and venerated authority, of a religious and indisputable nature. Is our parlimentarism in this happy condition? Has Montecitorio the air of a sanctuary or chapel? Parliament not only does not rest on any transcendent and universally respected principle, but it ought itself to be, as the organ of a supposed national will, the cornerstone of authority, the principle of the legitimacy of all institutions. It is like the turtle of the Indian legend which, being suspended in the air, supported the elephant on its back, which in its turn bore the weight of the world.

It seems very unlikely that a recent institution such as our Italian parliamentary and liberal monarchy, which like all the institutions hurriedly created by the rationalism of the nineteenth century, has no roots that are deep-grown in tradition and sentiment should be able to continue for long the passive resistance of the closed ring.

SOUNDS CALL TO NATION

The country will have to think of its business for itself and to make a great effort to save itself by breathing into the closed ring a breath of that true spirit of which it has so much dread. Let the country shake itself out of the listless torpor in which it is paralyzed, let it begin to move and to take action and force Parliament and the Government to think a little more seriously about the salvation of the whole country.

These are no longer the times when we can patiently wait while a Ministry makes a trial of its capacity. A Ministry or a Minister who shows weakness and lack of resolution and confusion of ideas must be dismissed without hesitation. We cannot permit that Italy should die asphyxiated within the closed ring of her worn-out Government. If the day should come when the passive resistance of this closed ring is vanquished, we must inevitably fall into a regime of simple masked force, or a military or proletarian dictatorship. The name would be different, but the evil would be the same.

Artist's Insight Beats Doctor's

Sargent's Portrait Of American Revealed Symptoms That Escaped The Diagnosis

London, July 7.—John S. Sargent, the world-famous portrait painter, has been revealed in a new light here as an expert in diagnosing disease. The story is told by Sir Ashton Webb, President of the Royal Academy.

An American woman who felt ill consulted her doctor, who, failing to diagnose the trouble, advised a trip to Europe. While on this side of the Atlantic she was painted by Sargent.

The portrait was sent home, where her doctor saw it. After studying the painting carefully, he declared, "Now I know what her illness is."

"Should doctors tell?"—that is, betray confidences of patients—an old question, came up once more at the annual conference of the British Medical Association at Cambridge. After two days of serious debate, at times heated, the members adopted a resolution reaffirming their previous position of no revelation except with the patient's consent or on order of competent legal authority.

During the debate one doctor, by way of argument in favor of exceptions to the rule of silence, told of an amazing poisoning case in which the murderer escaped because of that rule. A physician called to treat the wife of a fellow practitioner discovered that she was being slowly poisoned with antimony by her husband. In despair about what to do he laid the case before the local medical association, which advised him to say nothing, as the poisoner would then probably stop administering the poison and he would be sued for libel. The upshot was that the woman's life was not saved.

Another doctor related that in a trial in which he was called upon by one of the attorneys to testify about the prisoner's health the Judge ruled he need not answer the question. Soon afterward, when this same doctor was called in to treat that Judge the latter said: I could have fined you for not answering that question, but if you had I would never have let you in my house again."

The conference developed considerable sentiment in favor of more liberty for doctors to reveal the physical conditions of a patient, especially in relation to a man's fitness to marry. Other physicians were afraid of the consequences to both themselves and their patients.

It was feared that should patients run the risk of having consulting room communications revealed they might either refrain from going to doctors through fear of exposure or else consult quacks.

Many of the better known women members favored more leniency for doctors to "tell" if necessary to prevent marriages where either party is unfit.

Notwithstanding the resolution adopted, the general opinion seemed to be that in any aggravated case the doctor attending must use his own judgment.

Seizes Prince's Gold Bathtub

Actress Bresil's Wounded Heart Prompts Her To Upset Elisseieff's Wedding Plans

Paris, July 17.—Prince Elisseieff of Russia had about decided to take to wife Mme. Seillere, widow of Henri Menier, when Mlle. Bresil, a vaudeville actress, put in a claim for heart balm in the shape of a big figure in money.

She testified in court that the Prince had obligated himself to pay her 100,000 francs, not to mention 60,000 francs per annum by way of support money. As these sums had been merely promised but not paid, Mlle. Bresil appropriated all the Prince's furniture, including a gold bathtub. Prince Elisseieff appealed to the court to save, at least, his bathtub; but, through her lawyers, the actress insisted that she be allowed to sell that article and retain the money.

The Court of Referees has ordered an investigation into the validity of Mlle. Bresil's claims against the Prince before the evidence on either side is heard.

Hard To Find Home Of League In Geneva

Fund Inadequate and City Unwilling To Spend Money

Paris, July 24.—President Wilson's failure to name a meeting place for the November session of the mendicant League of Nations was said here to have been due to inability to find a suitable home for it in Geneva despite the Swiss Government's assurance that it did not want the honor to go elsewhere.

The International Labor Bureau has succeeded, after many difficulties, in finding suitable quarters there, but the elaborate organisation planned to direct the terrestrial heaven requires a hundred separate offices and would necessitate the remodelling of a dozen hotels. Naturally the people of Geneva are not willing to spend money on his work and the purse of the league is inadequate.

Persons in favor of the league hesitate to suggest The Hague for the meeting, because it might open the way for revision of the league covenant.

Eaten up with Rheumatism But DeWitt's Cured him

Another splendid triumph for Famous "Proof Cure"

Do you suffer from rheumatic shooting pains in the limbs and stiff aching joints?

Few people know the real cause of these troubles and how they lead up to awful diseases that cause thousands of deaths every year.

Those who are inclined to kidney trouble should be on the look-out for symptoms which will prove to them whether their kidneys are weak or not, and these symptoms should not be overlooked or disregarded, because serious and incurable forms of kidney and bladder disorder start with very slight symptoms, and gradually get worse. How are you to recognise kidney and bladder trouble? Just ask yourself the question, "Have I any of the following symptoms?" Have I a nasty taste in the mouth first thing in the morning, puffiness under the eyes, general feeling of weakness and irritability, aches and pains in various parts of the body? Have I constipation, cloudy urine, or sharp stabbing or aching pains—a pain "as though my back will break"? These are the sure and certain symptoms of kidney trouble, and those who suffer from backache, rheumatism, gout, sciatica, gravel, stone, cystitis (inflammation of the bladder), or pains in the muscles and joints, are all suffering these pains through weak or diseased kidneys, for these are positively the symptoms of kidney trouble.

These signs of kidney or bladder trouble are caused by the poisonous acid in the blood which the kidneys should remove, but they do not, owing to their being in a weak state.

The kidneys are the filters of the body, and it is through them that the impurities from the blood pass out of the system. If the kidneys are out of order, these impurities, which take the form of tiny jagged crystals of uric acid, are held up in the body, causing those rheumatic twinges in the joints and muscles and stabbing pains in the back. Other ways in which kidney trouble shows itself are headaches, nervous debility, swollen feet, bad breath, constipation, and weakness of the bladder. You cannot have good health and spirits while this poison is in your system. Bright's Disease is one of the deadliest of modern complaints, and if you neglect any kind of kidney or bladder weakness, you are running a serious risk. It is dangerous to delay. It is no longer necessary to suffer. Here is the story of a man who was cured completely of kidney trouble.

MR. THOMAS THOMAS. (From Photo).

Mr. Thomas Thomas, of Park Side, Tredegar, says:—"For four or five years I was eaten up with rheumatism. My arms and legs swelled so badly that I had to hobble out on crutches. Sometime I had to crawl up and down the stairs on hands and knees, the pain was so terrible. After I had tried many doctors and advertised remedies, without success, I was advised to try De Witt's Kidney and Bladder Pills. I was surprised and delighted at the relief I obtained after the first dose. I continued with them, and got rapidly better, and could soon get about without crutches. I have been able to walk and work in comfort ever since that time, and I feel I owe a complete and wonderful cure to De Witt's Kidney and Bladder Pills.

De Witt's Kidney and Bladder Pills go straight to the kidneys, instead of merely regulating the bowels, as most so-called "Kidney Pills" do. This is the secret of their marvellous efficacy.

They are so finely compounded that they pass from the stomach straight into the kidneys and into the bladder. This is positively proved to you when you see that blue-coloured urine. There cannot be any doubt—this very fact alone proves that De Witt's Pills have been just where you require them to go, the kidneys and the bladder. You see it for yourself.

If your kidneys are healthy you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's disease that causes so many death every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease and promote normal good health and outlook.

Within 24 hours they are absolutely guaranteed to relieve the pain, and a blue tinge in the urine proves to you, for your own satisfaction, that the healing properties have passed right through the kidneys and bladder. They hardly ever fail to effect a permanent cure.

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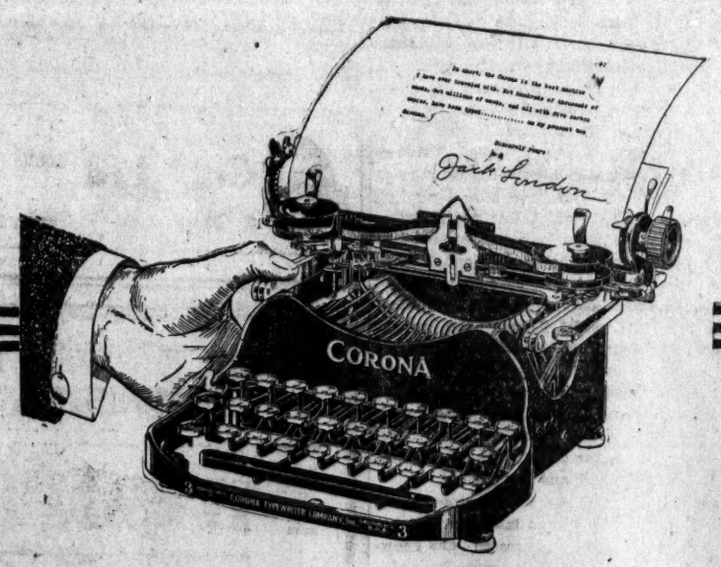
De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.



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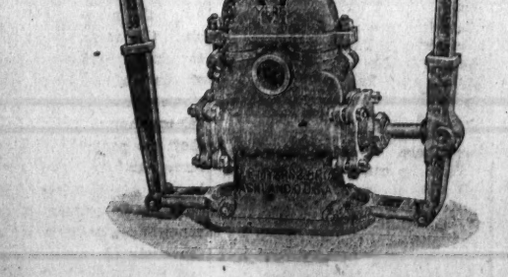

The "Handy Billy" can be used where ever a strongly built pump is required. Has brass-lined cylinder; 1 1/8" brass covered piston rod; valves and seats are brass, bevel ground; cylinder heads are flanged for packing and telescoping into cylinder body, to insure alignment of all working parts.

The handle is malleable iron, with through clamping bolt to hold wood bar tight.

All valves can be reached without disconnecting any of the piping or hose. All parts connected with heavy through bolts, can be entirely dismantled by the use of an ordinary wrench.

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WEATHER

The principal center of typhoon (lowest glass: 27 inches 56) lies East of Formosa and threatens directly the North of that island and of the Strait. The other center will probably land to the North of Foochow. The squalls and showers will continue on the coast, to the South of Shanghai and in the Formosa Strait.

Today's Church Services

Holy Trinity Cathedral.—Fourteenth Sunday after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 76; Lessons: Zeph. i., 1 Cor. xiii; Hymns 210, 218, 280, 107; Preacher, The Dean. 11:30 a.m., Holy Communion. 6 p.m., Evensong and Sermon; Psalm 77; Lessons Neh. i-ii, 8., Matth. xxi, 23-end; Hymns 150, 290, 263, 21; Preacher, The Sub-Dean.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 77; Lessons Zeph. i., 1 Cor. xiii; Hymns 210, 175, 106, 197; Preacher, The Sub-Dean.

Union Church.—11 a.m., Preacher, Rev. L. I. Moffett; Chant 38; Hymns 360, 80, 443, 76. 6 p.m., Preacher, Rev. Isaac Mason; Chant 32; Hymns 520, 275 and 682.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. R. Gillies; Evening 6 p.m. by Rev. G. H. Bondfield, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Man." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service.—The first Fall Meeting will be held in the Masonic Hall, 30 The Bund, at 5 o'clock this afternoon. Chairman, Mr. Fred R. Sites. Speaker, Rev. Paul Hutchinson. Subject, "A Christian Advertising Campaign," Special Music: Solo by Mr. C. G. Ruby; Selection by the Song Service Male Quartet; Mr. M. G. Tewksbury at the Organ.

A collection will be taken for current expenses.

Conditions In Hell, Described By A 'Spirit'

In The Rev. G. Vale Owen's Book, 'Life Beyond The Grave,' An Unrepentant Magistrate Still Blasphemes

SYNOPSIS

IN today's instalment of "Life Beyond the Grave," the Rev. G. Vale Owen's book that has caused such a sensation in England and that purports to have been dictated to him by the spirits of his mother and several others who had "gone before," a spirit named "Leader," dwelling in the tenth heaven, begins a description of a mission on which he has been sent to the chasm of darkness in which unrepentant souls are in agony.

After some resistance to urging which he felt to be from the "spirit world," the Rev. G. Vale Owen, Vicar of Orford, a suburb of Liverpool, England, submits to the mysterious influence and writes. The spirit of his mother describes the world beyond the grave. The inhabitants have tasks assigned them, hers being to help children when they first arrive; they live in houses, travel by will power, wear clothes that change color in harmony with their surroundings. Between the celestial spheres and earth is a dark chasm, spanned by a bridge. In the chasm are souls not yet fit for the realms of bliss, but on the bridge are angels waiting to help them struggle upward. God is not visibly present but manifests Himself often in visions of wondrous beauty. A man is rescued from the abyss of darkness by the kindness of an evil spirit. Music is fabricated by a great choir of spirits and inspired by worthy composers on earth. A woman recently arrived cannot believe she is dead until taken to the school at which her long-lost boy is a pupil; there he welcomes her and she becomes his pupil.

By The Rev. G. Vale Owen
(Vicar Of Orford, Lancashire, England)

NOW we come to those spheres where the light grows more dim, and of which not so much has been told by those who have come earthward to show to men what awaits humanity when they cross the border line.

Having passed through that tract where people come on leaving earth, we went on into the darker realms.

And now we felt increasingly that pressure of soul which needs stout hearts and weary feet to combat. For you will mark that we were not to pursue that method by which the higher ones may sustain their contact with those in the darkness, yet be to them unseen.

We were to condition ourselves, so that we become of body not indeed so dense and gross as the inhabitants, but yet so nearly approximate as at times to be able to be visible to them at will and to allow them, on occasion, to touch us and to be aware of our touch.

So we went but slowly and afoot, and all the time inbreathing the condition which was ambient about us. We thereby got at some sympathy of feeling with those among whom our labors were now to be.

There is a region which is still in the light, but ends in a steep descent, where the bottom lies in darkness.

As we stood there to view we looked across the deep valley which seemed to be filled with gloom so gross that we could not penetrate it from our standpoint in the light. Above the murky ocean of mist and vapor a dull light rested from above, but could not sink beneath the surface far, that ocean was so dense. And down into that we had to go.

The Bridge of which your mother spoke to you runs right across the valley, and lands on a lower elevation beyond. Those from the depth climb up that side them rest a period at the further end and come across the great Causeway.

There are rest-houses here and there along the way where they who are too weary still to make the journey at one stage may stay and refresh themselves from time to time. For even after gaining the Bridge the journey across is a painful one, inasmuch as on its either side they see the murk and gloom from which they have but lately come and hear the cries of those, their sometime companions, who still linger beneath, away down in the valley of death and despair.

Our purpose was not to cross this Bridge, but to make our descent into the depths from this side.

What is beyond the "lower elevation" you spoke of and on which the further end of the Causeway rests?

The Causeway rests on a ridge not quite so high as the rest-land which leads to the regions of light. That ridge is but a short one, and runs parallel to the precipice where the rest-land end of the Bridge finds issue. So that ridge stands as a mountain, in shape an elongated oval, with the valley beneath it and between it and the rest-land.

Beyond is a vast plain on a level with the valley's bottom but unequal of surface and broken up into cavities and ravines, and beyond there is a dip into regions lower still and of darkness more gross.

It is up that mountain that they perforce must climb who would reach the Bridge from that side.

The mountain-ridge is short only as compared with the vastness of the region. But it is so great, notwithstanding, that many lose their way and return to the valley time and again.

We stood awhile and pondered and I turned to my companions and said:

"It is a murky place, my brothers, and it does not call us with much sweetness. But thither lies our way and we had best be agait to make it."

And one replied: "I feel the chill of the hate and despair from the bottom of the pit. We can do but little in that ocean of anguish. But such little as we can do cannot wait the doing. For the while we wait, they suffer."

"That is the word to say," I answered him.

So we took the path downward, and, as we went, the gloom became more gloomy and the chill more full of fear. But we knew we went to help and not to fear aught, and so we did not hesitate in our steps.

We went warily withal, looking this way and that for the right path. For our first station lay a little to the right hand as we went, and not between the rest-land and the ridge. It was a colony of those who were weary of the death-life they had endured and who yet lacked the strength to break away or the knowledge which way to take if they should leave their present desperate anchorage.

As we went our eyes became attuned to the gloom and we could see about us, as on a night one might see the country, outlying a city by the ruddy flares on the watch towers thereof.

We saw that there were many ruined buildings, some in clusters and some solitary.

Decay was all about us. It seemed to us that no one had ever made whole any house, once it began to fall into disrepair. Having builded it, they left it to build another elsewhere at the first sign of wear, or having tired of it before it was finished, had left to build another.

Listlessness and want of endurance was all about us in the air—the listlessness of weary despair and the despondency of doubt, both of their own strength and of their neighbors' purpose.

There were trees also, some very large but mostly leafless, and those with leaves not comely. For the leaves were of dark green and yellow, and spiked with lancelike teeth, as if they too took on the aspect of enmity from those who had lived near them.

Here and there we crossed a waterway full of boulders and sharp stones, and with little water, and that water thick with slime and stinking.

At long, long last we came within sight of the colony we were seeking.

It was not a city but a cluster of houses, some large and some small. They were scattered about, here and there, and not in order. There were no streets. Many dwellings were merely mud-huts, or a couple of slabs of stone to form a shelter.

There were fires about the open spaces to give light to the inhabitants. Round these many groups were gathered, some sitting in silence looking at the flames, others loudly brawling, others wrestling in their anger one with another.

We drew near, and, finding a silent group, we stood waiting and looking upon them with much pitifulness in our hearts for their hopelessness of spirit. And seeing them, we took hands one of another and thanked our Father that He had given us this present work to do.

When we had come upon the group they had been sitting and lying round the flickering fire in sullen silence.

Now we stood behind them and none looked up. Had they done so they would not have seen us, their eyes not being attuned to our state, which was not quite modified to their own in degree.

So we took hands one of another and gradually merged ourselves into visibility; the while they, one and other of them, began to shift about ill at ease, sensing as they did some unknown presence not at tune with them.

At last one arose and looked about him in the mist and gloom uneasily. He was a tall gaunt figure with knotted joints and limbs, bent and bowed, and his face was pitiful to see, such lack of hope and fulness of despair were there.

Then he came with shambling gait toward us and stayed a few yards distant, and looked upon us inquiringly. We knew then that, although but dimly, yet we could be seen by some at least of those who lived in that dark place.

At this I stepped forward and said: "You look full weary, my friend, and much disturbed in mind. Can we befriend you in any way!"

Then we heard his voice. It was like a long-drawn sigh and sent through a tunnel underground, so weird it was.

He said: "Who may you be? There are more than one of you, for others I see behind you. You are not neighborly to this land. From what land do you come to us in this dark place?"

I looked upon him more intently now, for even in that ghost of a voice I seemed to find something familiar to me, or at least not strange altogether.

And then I knew. He and I had lived near one to another on earth. Indeed, he was magistrate in the town near by my home. So I said his name; but

(Continued on Page 16)

Moliere And Modern Editors

New Editions Of His Comedies That Emphasize The Peculiar Kinship In Art Between The Great French Dramatist And Shakespeare

Moliere: L'Ecole Des Femmes. Edited by Helene Harvitt, Ph. D. New York: Oxford University Press, American Branch.

Moliere: Des Femmes Savantes. Edited by C. H. C. Wright. New York: Oxford University Press, American Branch.

BY BRANDER MATTHEWS

OF late we have been forced to listen to abundant and superabundant attacks upon the present condition of education in the United States. Adverse criticism has been lavished on our grade schools, our high schools, our colleges, our technical schools and the graduate schools of our universities. No doubt some of this fault-finding is justified, since our educational practices are not perfect. No doubt, also, the incessant agitation is not altogether useless, since nothing could be more dangerous than a state of smug self-satisfaction with our educational organisation. Divine discontent is the mother of progress, and eternal vigilance is the price of other things besides liberty.

But even if our education is not now as good as it might be—and as it will be—it is far better than it was half a century ago. We have given up—or we are giving up more and more—the absurd effort to compel the very young to learn by heart the artificial technicalities of "formal grammar," so-called, most of which are entirely foreign to the genius of our energetic and masculine speech, being imported from languages which came to maturity in an earlier stage of linguistic evolution. I can speak feelingly on this topic, as I received an undeserved medal for proficiency in English grammar when I was 9 years old, and when I was naturally incapable of understanding the definitions which were drilled into me. Our teachers have long since discovered that the only way to teach their pupils how to write is to make them write freely and frequently about things they are interested in. If I may again offer myself as a witness, I can testify that when I was 10 I was called upon to write a composition on "Money"—a subject about which I knew nothing and cared less.

Fifty years ago, when I was an undergraduate in Columbia, chemistry and physics were taught didactically—that is to say, the students had to memorise statements in a textbook and to sit silent while the professor performed a few simple experiments. There was absolutely no laboratory work, for the good and sufficient reason that there were then no laboratories either for chemistry or for physics. We never handled an instrument and we never performed an experiment. Today all the students, not only in our colleges but in our high schools, are expected to find out things for themselves and to master the principles by doing things. They learn to weigh and to measure; and they thus discover the necessity for accuracy and the value of persistent observation. In other words, the students of this day and generation are trained to think for themselves; they are made to feel that they are partners with the professor, and they are not required to take anything on faith alone.

In no department is the advance more undeniable than in the study of modern languages and literatures. Once more I take the stand to testify that when I was an undergraduate in Columbia College there was in that institution no instruction in any living language—excepting only a single course in elementary German. Latin and Greek were required, but French and Italian and Spanish were not to be had. And as these languages were not taught, there was of course no attempt to make us acquainted with the masterpieces of their literatures.

Today our more advanced colleges require one modern language; and they provide courses in the literatures of several languages. Clever boys or girls can acquire in high school a fair reading knowledge of French for example; and in college they can enter into possession of French literature. It is pleasant to be able to report also that there is now a clearer recognition of the immaturity and inexperience of even clever young people, and they are allowed to read the easier, and more colloquial modern prose instead of being untimely introduced to the loftier works of the great masters of literature, for the comprehension and appreciation of which they are not yet fitted. So it is that we have high school reading books, selected from Coppee and Daudet and Maupassant, college textbooks chosen from Hugo and Musset, and special editions of the austerer masterpieces of Corneille, Moliere and Racine for the more advanced courses.

The volumes containing two of Moliere's plays, which have recently been issued in the series of "Oxford French Texts," prepared by American scholars under the general editorship of Professor Raymond Weeks, deserve commendation not only for the helpful scholarship displayed in their introductions and in their notes, but more especially for the recognition of the fact that Moliere was a practical playwright, who wrote his pieces to be performed by actors, in a theater, and before an audience. Dr. Harvitt in her edition of the "School for Wives" has two illustrations, one a portrait of Moliere himself in the costume of the character he composed for his own acting, and the other of Mlle. De Brie in the costume of the character which Moliere wrote especially for her, with an intimate knowledge of her histrionic qualification for the part. Professor Wright, in his edition of the "Learned Ladies," has borrowed from the "Edition de la Comedie-Francaise" (prepared by Georges Bailet in conformity with the traditions piously preserved by the company founded by Moliere himself and still flourishing after two centuries and a half), the diagram of the stage setting used today at the Theater Francaise. Professor Wright has also enriched his text by utilising the stage directions and the indications of the traditional by play which helps to vivify the action when the play is now presented by the Comedie Francaise.

This marks a great step in advance. The fortunate students who make acquaintance with these editions will be warned at the start that Moliere was not merely a man of letters, he was a man of the theater, an actor himself, as Shakespeare was also an actor and a man of the theater. Perhaps the two editors might have gone a little further and called attention also to the fact that Moliere—like Shakespeare again—wrote all his plays for one company of actors, the company of which he was himself a member. This company had a limited membership, and it changed its membership very slowly, and therefore Moliere had perforce to adjust the characters he was creating to the comedians, male and female, who were to impersonate them.

The roster of the company as it was when the "School for Wives" was composed for it and that of the same company ten years later, when it had attained to the firmer and more delicate art demanded from the performers of the "Learned Ladies"—these rosters can be extracted from the invaluable "Regaster" of La Grange, who acted in both plays. I have elsewhere pointed out how an acquaintance with the actors for whom the parts were specially composed will help us to a better understanding of these characters.

For example, the self-assertive and plain-spoken serving maid is a frequent personage in Moliere's comedies. At first these parts were performed by Madeleine Bejart, a mature actress who had earlier impersonated the heroines of tragedy, and who had therefore acquired the valuable quality known as authority. When she died her place was taken by a younger actress who happened to have an infectious laugh. Therefore the later parts of this type—for one, Martine, in the "Learned Ladies"—are far less forward, less domineering than were the earlier soubrettes—notably Dorine in "Tarhoffe." I think that I can perceive a similar adjustment of comic characters to successive performers in Shakespeare, his earlier low comedy parts written for Kempe being robuster and more boisterous than the later, written for Arnim, who took Kempe's place and who seems to have had a subtler appreciation of philosophic humor.

Some of the recent editions of Shakespeare have been made more interesting by illustrations of the Globe Theater, for which most of the plays were written, and to the stage of which they had to conform. The same device might be employed in elucidating Moliere's plays; and Professor Wright, having provided a diagram showing the arrangement of doors and chairs in which the "Learned Ladies" is now acted at the Theater Francais, might have given us also a diagram making visible the very different arrangement when Moliere brought out the play originally at the theater in the Palais Royal, the sumptuous hall which Richelieu had caused to be built for the performance of "The Mirame" he had inspired. In the twentieth is presented on a clear stage with scenery boxed in to show a handsome drawing room with its appropriate furniture. But in the seventeenth century the play had to be acted as best it could in a very restricted space between the rows of benches on each side whereon the courtiers sat, there being room for no furniture and the scenery being probably only a shabby drop scene at the back and possibly a pair or two of "wings."

In like manner, for the better visualisation of the place where the action of the "School for Wives" is located, Dr. Harvitt might reproduce a typical set of the Italian improvised comedy, one of the two, for instance, on the frontispiece of the book in which Louis Moland brings out the intimate relation existing between Moliere's company and the Italian actors who shared the Palais Royal playhouse with him. In suggesting that the editors of these two plays might well have emphasised a little more the purely theatrical side, I wish to repeat what I said earlier, that they deserve credit for having gone as far as they have done along this path, in which they are pioneers. It is probable that college editions of both Shakespeare and Moliere will hereafter be enriched with more and more information about the special theater, the special actors and the special audiences for which the plays were composed and by which these pieces were necessarily conditioned. This might very well be done, also, for the English translations of Greek and Latin plays.

In the past half century patient and protracted investigation has immensely increased our knowledge of the playhouses for which Moliere and Shakespeare and Sophocles wrote—very different one from another and very different also from our present-day playhouse—and this added knowledge is invaluable in the estimating of the skill of these masters of the drama when considered merely as playwrights. It ought no longer to be possible for a professor to expound a play as if its merits were purely literary, poetic and rhetorical. He has no right not to utilise the help he can get from Despois's "Theater Louis XIV," from Thorndike's "Shakespeare's Theater," and from Haigh's "Attic Theater."

Fifty years ago I was already a persistent playgoer, yet I translated and parsed and scanned the "Prometheus" of Aeschylus, the "Oedipus the King" of Sophocles and the "Medea" of Euripides without the slightest perception of the vigorous skeleton of interesting situation and conflicting character which gives them their dramatic power. Most of the time I was so engaged in the quest of the second aorist that I did not even feel the beauty of the poetry. Less than twenty years ago a young friend of mine read these same masterpieces under a professor who loved them and who made them alive by his sympathetic interpretation; but who dealt with them solely as poems in dialogue without any mention of the actual theater in which they had moved thousands.

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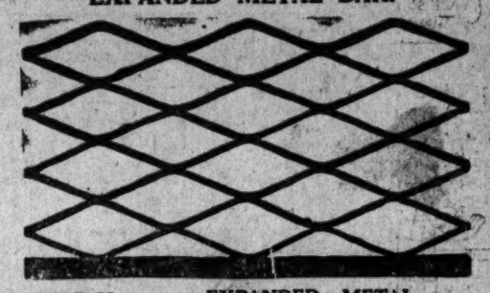

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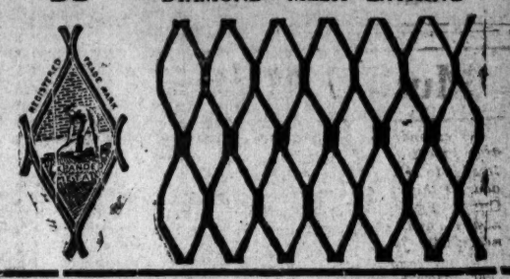

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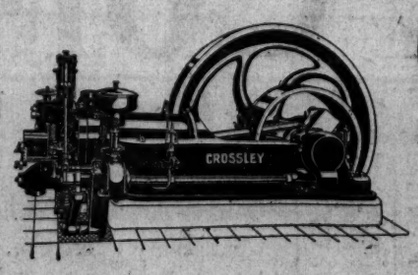

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IF I CATCH YOU I'LL KNOCK YOU SO HARD I'LL CRACK YOUR SHADOW!
WOW! THIS ROPE IS MY ONLY ESCAPE - ANY OLD PORT IN A STORM!
LOOK OUT! I'M GOING TO CUT THE ROPE AND YOU'LL FALL!
?
BERND

Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The adjective "popular" as applied to music is every bit as misleading as "classical." Neither is a description. They imply a vogue, or a stage in the evolution of public taste, however, which can be supported by facts.

The popular song of a season is something that is assumed to reach the affections of people in a way that the "classical" composition never does. It is supposed to be the invention of a man who works by direct inspiration, without employing the devices of the trained composer.

* * *

The "serious" composer, in this view, never touches directly the hearts of "the People;" he is over their heads. Hearts are not his strong suit. Spades are not either, for, as I propose to show, his grave is a long time digging.

Let us look closer at this "popular" superstition.

Nearly all popular songs and pieces show a peculiar family likeness, one to the other, and—if the genealogical tree be followed—it will be found that the root idea, the true parent, in nine cases out of nine, is either a tune by a so-called "classical" composer, or at any rate by a man of musical skill; or it can be traced to a traditional melody, a folk-song—this last being "people's music" in the only exact sense.

* * *

Whatever may be the quality that makes for a popular success of the moment it is not the quality of originality. Like stories and plots, the world's melodic ideas are limited in number. The rest are variants of these. The ephemeral success is either derived from one of the permanent classics, or from a previous success, in which case the parent has only to be sought one generation further back.

Originality in any true sense would spell failure to the would-be popular song or piece. It must be such that the public can readily "catch on." This could not happen, of course, unless the ideas and idioms were already familiar. Only then can it appeal by some resemblance and association, readily grasped.

* * *

Two during-the-war songs in Great Britain show something of this, as would any number of others. "It's a long way to Tipperary"—now a cry of Belfast—somehow caught on. "The long, long trail" took its vogue undoubtedly from the similar idea of a pathetically long job ahead of the nation. Kitchener's prophesy of a long war and the fact of the new armies of civilians going off abroad touched the popular imagination, which quickly responded to the mere idea of "longitude." But the two tunes have, in their refrains, the rise of three notes (from the third of the scale to the fifth, with the accent on the last) that sets the type of melody.

* * *

I do not suggest that the public is consciously gulled in this matter of originality, or that it even asks for that in its thousands; but I do assert that the music-hall composer takes an unconscionable time to get to his main idea—always, of course, in the chorus—and that the sources in these choruses, so far from being direct creations of his, are to be sought not in his mind—which only the most unsophisticated could suppose—but are to be found in the pages of what are now known as the "popular classics." By this I mean those compositions of skilled composers of the past and present which the public mind has accepted and absorbed. But the word "popular classics" should be noted. It contains the clue to the history of public taste.

* * *

The music-hall song shows the very opposite of that spontaneous invention with which it is credited by the ingenuous. Through its verses may be seen the joints and cracks of the job workman. Then comes the pause —happy moment—before the chorus; and up pops an idea that originated long ago (for it was once original) in the brain of one of the composers whose names were once under the ban of "classical," and who are now, by the mere passage of time, designated "popular."

The public and the popular composer of today have slowly absorbed the turns of melody, the harmonic devices, that have been part of the stock-in-trade of composers ever since their first appearance.

Thus, the advance in public taste follows on the heels of the "classical" composer and mere time turns the latter into the creator of popular successes.

* * *

Apart from financial advantages, the writer of successes—always a conscious or unconscious plagiarist—enjoys many resources not open to the "classical" composer. Ideas filched from the brains of men long dead, are strung together. The result is put on at hundreds of halls, ground out on thousands of piano-organs, reproduced on tens of thousands of mechanical instruments, and boomed in publishers' advertisements. Small wonder if we begin to hum the refrains, just as we pick up the latest slang expressions, and join the ranks of admirers of a successful piece of organised publicity.

* * *

The music to search, if you care to for the sources of invention are things like Schumann's "Merry Peasant," Chopin's Nocturne in E flat, Rubinstein's Melody in F, or such recent salon pieces as Rachmaninoff's Prelude in C sharp minor and Elgar's "Salut d'Amour." And to these, and their like, the traditional songs of any of the national collections and you have the complete family portraits to choose from.

* * *

The greater the family likeness of a "new" tune to one of these, or to some famous operatic air, the greater its chance of success.

In a part of a Communion Service for Church use I have stumbled on "Comin' through the Rye," along with things even less suitable. Here, and in all similar cases, association may either make a thing, or break it.

It is not my purpose to cast stones at the popular composer as a swindler or anything like it. I only dispute his claim to any sort of originality. He, like all of us, must avail himself of the idiom of the moment, including the material culled from the past, using association of ideas to obtain his effect. Only he must make his effect now or not at all. The "classical" composer is merely the man who invents "on his own," and waits.

* * *

I suggest that the household use of telephones and electric lights does not make us the equals of the originators of those devices, and that the possession of a ruined cottage in devastated Flanders will not put us on a level with the Old Contemptibles who were there in 1914. (That is bagged too, from an article bagged from somewhere else.)

* * *

A serious modern composer. Debussy—Is Debussy serious? I leave it to you—Debussy anyhow, has written a Cake Walk, in the "Children's Corner," which would be voted as delightful as anything by the most popular composer of that kind of thing, if only it were not difficult to play. He at any rate is original.

The truth is that when the skilled composer puts his hand to it he can appeal as directly as his lesser brethren. He is not so easily satisfied, of course. Skill in itself does not make for dullness; it is only that lots of dull people imagine that by acquiring skill they can conceal the fact.

* * *

Two popular plays in England have had their music commissioned to men who have up to now been engaged in the higher branches of music, writing string quartets. The public has found that the possession of skill makes a man's work more interesting, not less.

The one danger of the skilled composer, obvious enough to be avoided, is that he may lose sincerity in his higher work.

* * *

Brahms' waltzes, the Liebeslieder, first set, and the piano waltzes, are among the the finest light music in the world. Mr. Newman contends that only a mind that had grappled with the immensities of the German Requiem and the four Symphonies, could have achieved the reaction to the exquisite lightness and fancy of the waltzes. If this theory of reaction is true, it will prove fatal in the long run to the composer who is light and nothing else. But, I suspect the Brahms case is not going to be common.

* * *

Your admirer of light and popular music is liable to say "Figures talk." Let them talk. If a census of what is most played and most sung were possible, the novelties would by no means top the list even numerically. What success of last year, or of the last ten years, could show such a record as the hundreds of thousands who play the "popular classics?" These things will continue to be played when the "novelties" are forgotten. They are all by skilled composers and not for the most part by men who achieved popularity at once.

Note the word "popular classics." It is at once a curious hybrid, and a proof that the truly popular music of today is the classical music of yesterday, or to be accurate, of anywhere from twenty to a couple of hundred years ago. Probably there are more people who play the "Air" for violin of Bach, or listen to it on records, than there are those who strum out the successes of the last five years. Bach died in 1750. Still the first prelude of the "48" is played by thousands, with or without the "improvements" with which Gounod made it into an "Ave Maria." The list is too long to trace here. In fifty years these things will still be "popular" music. Heaven knows what the "classics" will be then. Perhaps the futurists of today: those who are something more than opportunist adventurers. These last may be excused immortality. The opportunist and novelty-monger among the futurists, like the popular composer, who never was a classic and never will be, is just for the passing moment.

The history of popular music then, is nothing but one long demonstration of the Permanence of the Classics.

To A Woman Knitting

(On The Hotel Veranda)

BY ANGELA MORGAN

The woman who gathers the hues of the dawn in her bag
Rosy wool, creamy wool, snowy wool, tag after tag.
What a forest of pictures she brings;
What a heaven of exquisite things!
Though framed in the glow of a green, drowsy day,
Fair pictures of Winter before her are flitting;
And memories come that are far, far away
From the midsummer scene where she sits with her knitting.

She nods to the needles, she chuckles and smiles—
And presto! I travel to strange distant places;
I journey with her through the hot, dusty miles
To the Santa Claus country of dear, chubby faces.
I kiss, as she kisses, the satin-bright heads;
I stand, as she stands, by the small, snowy beds:
"A muffler for Tom and a muffler for Sue;
Two hoods for the kiddies, a warm little jacket;
A red Tam o'Shanter, and red mittens, too,
And stockings galore in the gaily tied packet!"
Ah, coast as they may down the steep, snowy hill,
Her love, it has folded them safely from harm.
King Winter must bow to dear grandmother's skill.
And blindly obey a mysterious charm.

The woman who gathers the hues of the dawn in her bag—
Amber wool, snowy wool, crimson wool, dearest of dyes—
What matter to her how the long, lazy Summer may drag?
Her hours are as swift as the eloquent needle that flies,
Her days are as sweet as the dream of a baby asleep;
And she hums as she thinks now the darling will cuddle so deep
In the soft little nest that her magical fingers have made.
And I smile as I watch her at work in the clean Summer shade.
For I know, as she knows, that the greatest of all life's reaping
Lies there where the child is sleeping.
And the goal of the world, and the fruit of its rapturous good,
Is the dear baby face that is blooming from grandmothers' hood.

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River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	E. of Japan	16.00	..	..	..	..	15.30
Dairy	Sakaki Maru	13.00	..	..	..	..	12.30
Weihaiwei and Chefoo	Kingsing	13.00	..	..	..	..	12.30
Chefoo	Hwahkuei	17.00	..	..	..	..	16.30
TOMORROW							
H'kong, Straits, India and E'pe, via Suez.	Jeypore	17.00	..	..	..	..	16.30
Japan Ports	Kasuga Maru	19.00	..	..	..	..	18.30
Hongkong and Canton	Sulyang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Kasuga Maru	..	17.00	..	..	..	..
U.S.A. via Seattle	*M. S. Dollar	17.00	..	..	..	..	16.30
Swatow, H'kong & C'ton	Tungshing	..	..	..	..	..	21.00
Swatow and Hongkong	do	..	17.00	..	..	..	..
Vladivostok & Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Foochow	Hsinchi	21.00	17.00	..	..	..	21.00
Chefoo	Hsintming	21.00	..	..	..	..	21.00
Wenchow	Haean	21.00	..	..	..	..	21.00
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 7.							
W'wei, C'foo, and T'tsin.	Tungchow	..	14.00	..	..	..	..
Japan Ports	Y'shiro M.	..	17.00	..	..	..	..
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Japan Ports	Y'shiro M.	19.00	..	..	..	..	18.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
U.S.A. via Seattle	*G. Dollar	17.00	..	..	..	..	16.30
Wednesday, September 8.							
mov and Hongkong	Sinkiang	..	17.00	..	..	..	..
W'wei, C'foo, and T'tsin.	Chekiang	..	17.00	..	..	..	..
mov H'kong & C'ton	Sinkiang	21.00	..	..	..	..	21.00
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	Jeypore	..	16.00	..	..	..	15.30
Swatow, H'kong, C'ton	Choysang	21.00	..	..	..	..	21.00
Thursday, September 9.							
Japan, Honolulu, Canada, U. S. A. and Europe via U. S. A.	Shinyue	..	14.00	..	..	..	14.00
Friday, September 10.							
France, ect.	†A. Lebon						
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	A. Lebon	..	¤8.30	..	..	..	..
H'kong, Straits, India & Europe via Suez	do	9.00	..	..	..	..	8.30

*Parcel mail only.

†Ordinary mails will close at the French Post Office at 9 a.m., registered articles at 8.30 a.m. and parcel post at 5 p.m. on Tuesday, Septebmber 7.

B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.

E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train.

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KIEV EVACUATED WHILE IN FLAMES

Americans With Polish Army Tell Thrilling Story Of Flight From The Bolsheviki

MANY ATROCITIES BY REDS

Fifty Boy Scouts Locked In Freight Car And Burned To Death

Washington, July 10.—A vivid description of the evacuation of Kiev by the Polish Army was received today in Washington, in the shape of mail despatches from Warsaw, the Polish capital. Colonel Gaskill, formerly of the American Army, but now of the Polish Railway Mission, and Jay P. Moffat, secretary of the American Legation at Warsaw, furnished two of the clearest stories of the actual abandonment of the Ukrainian city.

One of the most interesting features of the despatch is the statement that Colonel Gaskill confirmed the report that General Rydz Smigley did not wish to evacuate Kiev, but had planned a line of defenses for twenty-two miles outside the city and was anxious to hold his ground and fight off the Bolshevist forces. According to the despatch, General Rydz Smigley maintained his position until a personal command from General Pilsudski forced the commander of Kiev to lead his forces out of the city. General Smigley rode out of the city with his bride of six weeks on the pommel of his saddle. Behind him marched his soldiers, convoying a great band of refugees.

The evacuation of Kiev constituted the first important rearward movement made by the Polish forces under the pressure of the Red attacks which have now placed Poland, according to reliable reports, in a perilous military situation calling for a supreme effort by the entire Polish nation to ward off disaster. Kiev, it is pointed out by authorities here, was the first main objective achieved by the Polish Army in the joint offensive with the Ukrainians against Soviet Russia, so that its evacuation under pressure of attack was regarded as an important indication of a decisive change in the respective military positions of the Polish-Ukrainian and Russian forces.

The account, received today, which, although not official, is regarded as reliable information, follows:

PICTURESQUE EVENT

"The evacuation of Kiev by the Polish army was a picturesque as well as a thrilling event. Credit for saving not only his men but also for the rescue of the immense swarm of refugees which accompanied the army must be given to General Rydz Smigley, the Polish commander of the Kiev occupation. Since the evacuation these refugees have been making their way into Warsaw clad in anything remotely resembling clothes and have been giving truthful but none the less extraordinary accounts of the experiences which they have undergone.

"Colonel Gaskill, who came out of Kiev with the Polish troops, was with the Polish staff there throughout the entire experience and witnessed the planning as well as the execution of the evacuation movement. Mr. Moffat took part in the evacuation of Bitomiercz and experienced, after the Budenny Red cavalry raid, a thrilling night ride through the forests of Kovel, while the peasants along the way were apparently taking pot shots at any soldiers they saw, with little regard to the color of their uniforms.

"The stories told by both Colonel Gaskill and Mr. Moffat confirm what has so often been said of the cruelties of the Red troops. Colonel Gaskill told with considerable vividness of the descent of the Reds upon the city even before the troops and refugees had gotten away, and of a night spent amid turbulence and constant and indiscriminate firing by the Reds on refugee and troops trains. Fortunately their aim for the most part was poor. Mr. Moffat in his region saw the hacked and mutilated bodies of Polish soldiers along the roadway at Jitomiercz, and the bodies of four mutilated soldiers hanging in a freight car, their wounds attesting that their deaths had been made as horrible as humanly possible.

"The condition of the refugees was described by both men as pathetic, men, women and babies being huddled into box cars, and all arrayed in most extraordinary makeshift clothing. They had been summoned to flee the city with hardly more than an hour of warning and all had fled almost as they stood. They had abandoned their homes with no preparation. They had no food and no clothing other than what they wore. Even more terrible than the refugees, however, was the condition of the people whom the Poles were obliged to leave behind, since the trains could not accommodate them. There were incidents in which fathers and mothers gave up their places in order that their children, particularly their daughters, might escape from the doomed region.

Up to the last, according to Colonel Gaskill's account, the Poles were determined to hold the city. The staff had not only planned but had put into operation a scheme for defense, and General Rydz Smigley was satisfied that, while the cost might be heavy, they could hold their ground. All the time that the decision was being made, Colonel Gaskill stated, the staff headquarters was fairly besieged by Russians and Poles begging the General not to abandon them and predicting their fate with the return of the Reds.

INCENDIARY BOMBS

The knowledge that the Reds had crossed the river and were advancing from the north was confirmed by the appearance of Red airplanes, which began dropping incendiary bombs on the city so that in a relatively short time half a dozen fires were burning.

"While the Polish Staff was endeavoring to reach a decision, the positive order came from the Chief of Staff, Pilsudski, to abandon the place, and a wild rush of preparation began. A Polish Red Cross and other agencies began to gather together the refugees and the army officials to marshal their men. These preparations were, of course, noted by the enemy, and the number of Red planes increased. By the time the movement was actually under way the convoys were suffering from gunfire as well as from the bombs of the aviators, and in the city which they had left behind the fleeing troops and refugees could see the flames mounting steadily from burning buildings. The ride out was an exciting one. The trains could only be moved at a slow speed, and Polish soldiers were required on the footboards of all the engines to maintain order and prevent panic.

"At the final entrainment in the city the Jewish people, moved by some extraordinary influence started shooting from the window at the Poles. Only by the issuance of strict orders were the men held back from retaliating. It was considered best to ignore the sniping and carry on. Thanks to the poor marksmanship of the Reds and of their aids within the city the casualties were relatively few. In the refugee trains, crowded particularly with women and children, the excitement was terrible as the trains passed under gunfire. Twice during the night the priests gave the last rites of the church to the people crowded into the box cars on the several trains.

"Mr. Moffat of the American Legation was a first-hand observer of the activities of the Budenny Red cavalry and also brought back a story of the exploits of two of the American air officers, Captain Cooper and Lieutenant Crawford of the Kosciusko Squadron, confirming the account which has already been published in the press of their hand-to-hand encounter with the Red cavalry and subsequent flight to safety through the woods after having been forced to land on dangerous ground because of motor trouble.

"On June 10 Mr. Moffat reached Koreston, where he learned of the Budenny raid. From Koreston he proceeded to Jitomiercz in an armored train, arriving at 6 o'clock just three hours after the Budenny Reds had left the town, which, in the Polish advance on Kiev, had been the headquarters of the Polish General Staff. The station had been burned and was still smoldering. On all sides freight and passenger cars had been turned over and burned or otherwise destroyed. In one of the freight cars the party discovered the four Polish soldiers previously referred to who had been hanged after their bodies and necks had been slashed.

BOY SCOUTS BURNED

"Nearby they saw the ruins of another freight car which they were told had contained fifty Boy Scouts who had been locked in by the Reds and then burned to death. Horrible as this story is, it is not improbable, for, from the first, in Jitomiercz and in Kiev, the Reds have devoted special efforts to the extermination of Boy Scouts. Evidences of Red cruelties were found through the forests of Koval.

"The party, including Mr. Moffat, left during the night on the armored train in which they had come. The train was subjected to an indiscriminate fire from all sides as they passed through the forests of Koval. At one point the train was held up by a station master who stated that a troop train was coming in the opposite direction. The track was single and there was nothing to do but wait.

"After some time it occurred to members of the party on the armored train that the approaching troop train was a myth to cause them to wait long enough for the approach of the Red cavalry operating in the district. It was finally decided more advisable to risk an encounter with an approaching train than with the Red troops. The armored train moved on. It encountered no troop train, and in consequence Mr. Moffat and his associates congratulated themselves upon having avoided a trick by the station master to play them into the hands of the Bolsheviki."

QUATZ-ARTS BALL REVIVED IN PARIS

Joy Is Unconfined In Studio Districts; Two National Holiday Festivities

Paris, July 17.—Almost the whole week has been given up in this city to celebrating France's Independence Day, July 14, the anniversary of the fall of the Bastille. On Monday the streets began to drape themselves in French tricolors, clustered in most cases with the flags of the other allied nations and America.

At night the signal for holiday merriment came when processions of art students and models in weird Egyptian costumes streamed into the central boulevards from the Latin Quarters and Monmartre studio districts on the way to Salle Wagram, where the celebrated "Quatz-Arts" ball was held for the first time since 1914. By tradition the "Quatz-Arts" balls have been held under the motto that the quantity of clothes worn by the guests was of the least possible consequence. This time the clothing at Salle Wagram, and in the street parades that for forty-eight hours traversed Paris, struck most observers by its absence. Champagne flowed profusely, first in the throats of the dancers, then on the heads of the prettiest models.

BID HIGH FOR TICKETS

Americans offered high prices—in some cases running into the thousands of dollars—for tickets of admission to the famous ball. But this year, as in the pre-war past, art students jealously guarded the entrance doors from curious laymen.

Montmartre abandoned itself to joymaking at about the same time—all the more eagerly as its boulevards had the added incentive of an annual fair, with its dazzling display of color illumination, huge merry-go-rounds, shows and side shows, all this athrob with car splitting performances by steam organs and brass bands. Along Boulevard de Clichy, in Place Pigalle, where most of the fair establishments were installed, the steam organs provided music for the cafes and the restaurants, which under the new tax decree had been compelled to dismiss their orchestras.

A caller at The World's Paris office cannot understand where the numerous visitors from the United States go when they arrive in Paris with the oft expressed desire of visiting the battlefields. This person, who came from Chateau Thierry, reports that the first party of tourists he has seen there visited the town less than a week ago.

"I think Paris is too great a temptation for tourists," he theorised. "They arrive here, spend their time and money seeing the sights of the gay city, and forget the battlefields. I suggest that special trains meet the steamships coming from America and take visitors out to the battlefields first."

Intending visitors to scenes of the war should not rely too much on finding accommodation in the villages along the front or even in the big towns which suffered from bombardment. The plan to build temporary hotels near the trenches is still merely a project, though appropriations for this purpose were voted by the Chamber of Deputies some time ago. Those establishments which do exist are very small and often lack many necessary commissary comforts.

AMERICANS ENTERTAINING

Social activities of American residents and visitors in France are daily becoming more and more prominent in the aristocratic life of the country.

The receptions held weekly by Mrs. Hugh Wallace, the wife of the American Ambassador, are a marked success.

Other leading entertainers among the Americans in France are members of the Vanderbilt family.

Notable garden fetes were held quite recently in the beautiful home of Frank Jay Gould at Maison Lafitte, a suburb of Paris.

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CANADA SECOND CUSTOMER OF U.S.

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More Than 350 American Manufacturers Have Plants In Dominion

Washington, July 18.—Canada is the second best customer the United States now has, according to figures being compiled by Federal officials, being only exceeded by England in the purchase of merchandise.

Canadians buy $800,000,000 worth of merchandise in this country every year, more than all of the countries of South America, Africa Asia and Oceania combined. During the war Canadian purchases in the United States increased to an unprecedented extent. They became so large that Canada developed an adverse trade balance. The direct result is the present discount on the Canadian dollar in this country.

In years prior to the war Canadian exports had so nearly balanced her imports from the United States that the rate of exchange was a no time sufficiently serious to interfere with business between the two countries. But when the discount on the Canadian dollar, and at the same time the premium on the American dollar in Canada, rapidly rose from approximately 2 percent, to as high as 12½ percent commerce began to show the effects of the changed conditions.

Even under conditions which existed before the war the Canadian importer of American merchandise paid a heavy customs duty which averaged 35 percent ad valorem. During the war the duty was increased by a 7½ per cent war tariff. The importer in Canada was thus called upon to pa on an average of 42½ percent o the wholesale value of the goods from the United States. When added to this tax was imposed the burden created by the exchange situation, the problem became serious for the American manufacturer who continued to supply Canadian customers from an American plant.

While in most cases it had been possible to do business with Canada despite a 35 percent tariff, when it became necessary to provide the equivalent of a tax of 52 percent of the wholesale value of a product in the United States a solution was sought.

During the last year more than 200 American manufacturers erected or leased plants in Canada. Long before the war rendered commercial relations between Canada and this country more difficult, 350 American manufacturers had built plants there and established purely Canadian businesses to escape the tariff and to take advantage of the preferential tariff treatment given by other parts of the British Empire to goods originating within the boundaries of the Dominion.

Cox's Own Newspaper On His Nomination

Tribute Of The Editor Of The Dayton News To Its Owner On His Success

It is hardly necessary to say that the news of the nomination of Governor James M. Cox for President of the United States, by the Democratic Party in national convention at San Francisco, furnishes the theme for unalloyed happiness at The News office. Those of us who have been his associates in the conduct of this paper have been talking about this thing for a long time. We rather expected it, in fact. It is most gratifying to think that the great victory has come. Life is ever so much sweeter to every one, from pressroom to the roof.

The employes of The News are conscious of a great distinction coming not only to the newspaper itself and its publisher, but to the City of Dayton, the State of Ohio and the nation as well. It becomes rather difficult to collect one's thoughts under the circumstances of the moment. We want to congratulate the "Chief" because we believe he deserved to win. It was written in the stars that this greatest honor should come to him. His record as Governor of Ohio, as representative from the historic Third Ohio District, and as private citizen in Dayton is brilliant. No man who endeavors first to be of service to his fellows can be denied a place in the world. The universe admires a man who sticks everlastingly at it until the principles he favors are triumphant.

Governor Cox is a man of principle. He always has been. Whether it is in the newspaper office, or in the governor's chair, the "Chief" always has been the same. When he decides that a thing must be done for the good of every one, he makes up his mind that he will fight it out on that line if it takes all Summer and Winter.

It is not necessary to review his official life. This record is illuminated by achievements quite beyond the limits of the space at our command at this instant. He is progressive in every meaning of this word. He is intensely human. He loves his fellow-men and he takes pride in helping them. We like to think of him at this moment as the man who started in life as a farmer's boy. The opportunities of primitive farm life were too limited to hold a man of his striking abilities and ambitions. He worked as a reporter, then went to Washington as Congressman Sorg's secretary, then bought The Dayton News and later The Springfield News. Then he went to Congress and was re-elected. A jump to the Governor's office followed and then two more terms, a record of no mean consequence in Ohio. What he did in the way of initiating and pressing high-minded legislation for the citizenship of his home State now is history, eternally written in the hearts and minds of his fellowcitizens.

We'd like to say to him today, "Congratulations, Jim," but he's the Chief around here, and we don't call him "Jim" to his face. But we cannot help, one and all, from the newsboy of the streets to the men who are associated with him in the conduct of the paper, saying, "Congratulations, Governor, God bless you. You'll make a great President, and we're for you from now on just as we have been in the other years when the game sometimes went hard against us."

And we extend to Mrs. Cox and the members of the Governor's family the same hearty felicitations. Dayton, we know, is proud of this new distinction. We know Ohio is. When everybody in the United States knows as much about Governor James M. Cox as those who know him best, and appreciate his thorough honesty and high purpose in public life, we seem to catch a vision of the White House, with the "Chief" there. There has come to all of us a vision of universal affection for the man, of the same variety as that which his newspaper associates in Dayton always have held.

ABOLISH JAP SCHOOLS PLAN OF HAWAIIANS

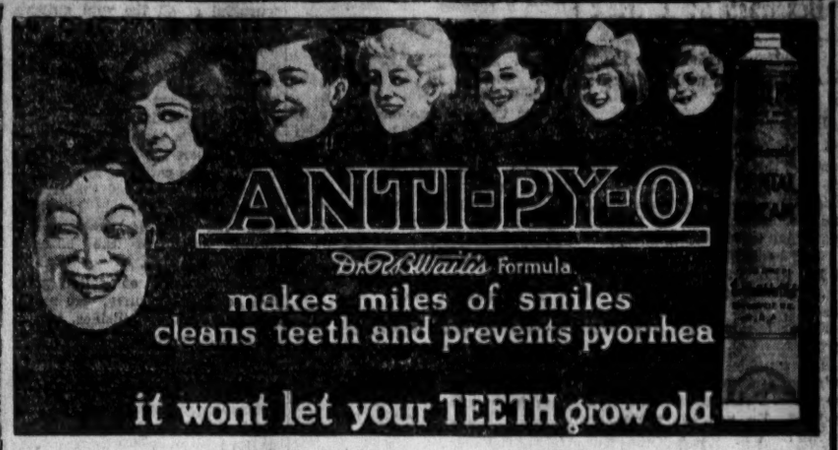
Former Head Priest Urges That No Man Of Democratic Ideas Be Employed

Honolulu, T. H., August 27.—The report of the federal school survey commission, just made public by Vaughan MacCaughey, superintendent of public instruction for the territory, recommended that the Japanese language schools of Hawaii be abolished. The federal commission was headed by Dr. Frank F. Bunker, chief of the city school divison of the bureau of education at Washington. It is suggested that opportunity be supplied in the public schools, wherever the demand is sufficient, for the study of Oriental languages in special classes after regular school hours, taught by teachers regularly employed by the territory.

The commission's report declared that "Language schools, which in the aggregate outnumber the public schools of the territory, are centers of an influence which, if not distinctly anti-American, certainly is un-American."

"While doubtless many teachers are brought from Japan rather than procured from among Hawaiian-born Japanese because it is sincerely believed they speak purer Japanese, nevertheless, some at least share the opinion frankly expressed recently before the Japanese Education association of Maui by Obata Shusan, formerly head priest of the Jodo Shu Mission at Puunene on the Island of Maui, and principal of the Misuka girls' school. Mr. Shusan said:

"'Any man who is to teach in Japanese language schools should not be a man with democratic ideas. A man of strong Japanese ideas should be its teacher.'"



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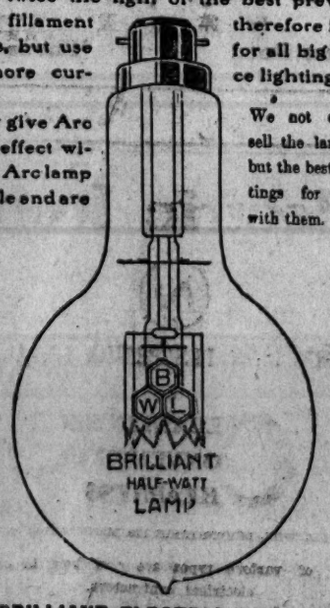

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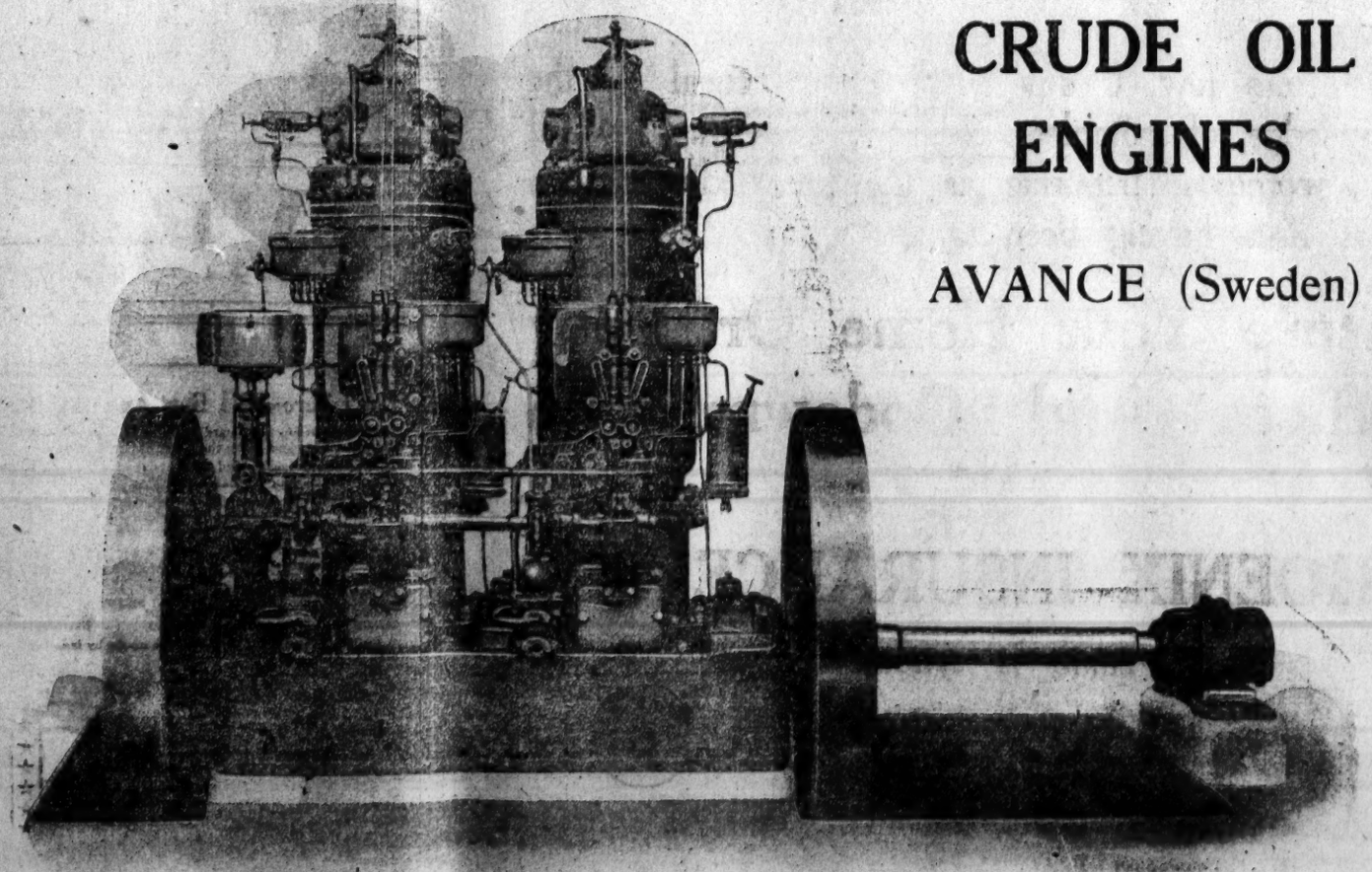
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Conditions In Hell Described By A 'Spirit'

(Continued from Page 12)

he did not start, as I had expected he would do.

He looked at me confused, but not with comprehension. So I named the town and then said the name of his wife, and at length he looked down aground and put his hand to his forehead and tried to call to memory.

First he remembered the name of his wife, and looked up to my face and repeated it again and again.

Then I said his own name again.

He caught it from my lips quickly and said: "Yes, I remember—I remember. And what of her? Do you bring me news of her? Why did she leave me thus?"

I told him that she was in a higher sphere and could not come to him until he had begun his journey ascending toward her home.

But he only half understood me. So dazed are they in the dark spheres that they mostly do not realise where they are, and some do not know that they have passed over from earth life.

Only occasionally does a flash of memory of their former course on earth come upon them, and then dies away again, leaving a blank behind. So they be for the most part uncertain whether they have ever lived in other places than these hells.

But when they begin to grow weary of the moment, and restless to be gone to some place less gross and to live among people less debased and cruel then remembrance draws back into their dull brains and they begin their agony of remorse in earnest.

So I repeated my answer and began to explain. He had loved his wife in his own rather selfish way when in the earth life, and I thought to pull him back to her with that string.

But he broke in upon me: "Then she will not come to me now I have fallen upon evil times."

"She cannot come all the way," I said. "You must go your way to her and she will meet you."

And at last he cried out in anger: "Then let her be damned for a proud and hard-cased wench. She was ever the fine lady-saint to me, and moaning over my little lapses. Tell her if you come from her parts, she can stay in her spotless mansion and gloat upon her husband's state. They be here in plenty more pleasureable than she, if not so comely. And if she will descend from her high estate we'll have a rousing rout for her reception. So good-day to you, sir."

And sneering he turned away and laughed to the crowd for their approval.

But there arose one other of them who came and took him aside. "This one had been sitting among them and was drab of dress as any of them. Yet there was a gentleness in his movements and somewhat of grace withal which was to us surprising.

He spoke to him awhile and then they came back to me and this companion said: "Sir, this man did not quite understand the purport of your words, nor that you did really come to comfort and not to taunt. He is some little repentant that he spoke to you in words such as were unseemly. I have told him that you and he were not altogether unknown each to the other once. Of your kindness, sir, speak to him again, but not of his wife, for as yet he cannot endure her desertion, as he names her absence."

I was very much surprised at this speech, so quietly uttered, while the brawling noises came from all around us and shrieks and curses intermingled from the groups by the fires upon the plain.

But I left him with a word of thanks and went to the man I had known. I felt my business was with him in chief; for I had a sure conviction that, could I impress him, we would through him be able to concern his companions in their future course for he seemed to be dominant among them and of consequence.

So I went up to him and took him by the arm and spoke his name and smiled, and we took a walk apart, and gradually I led him on to talk of his earth-life and his hopes and ventures and his failures, and, at last, of some of his sins.

These he did not admit very readily, but before I left him he did allow me to blame him in two matters, and he admitted I had the right to my side. Th' was a very great gain, and I asked him to think on it all as I had put it before him, and I would seek him out and speak with him again, if he would wish it so.

Then I gripped his hand in a good, stout grip and left him.

I saw him sit down and draw his knees up to his chin and clasp his arms about his shins, and so left him gazing into the fire in deep introspection.

(This account of "Leader's" mission to the regions of darkness will be continued in later issues.)

FOX IS CALLED CRAFTIEST

In the opinion of trappers the fox is the most cunning and resourceful of all the wild animals. He often fools the most expert trapper and the truest and fastest of dogs. Some trappers who are very successful in catching many other fur-bearers state that they do not believe it possible to take Reynard in a steel trap. This, of course, is not the case—in fact, he is as easy to catch in a steel trap as the mink, provided the trapper thoroughly understands his business. All that is necessary is a careful study of the animal's nature and habits.

The fox lives on small game birds, eggs and poultry. He makes his den in sandy hillsides, and in it the female rears from three to seven puppies, which are born in the early Spring. February is the season Reynard goes wooing, and he travels far and wide in search of sweethearts, faithful to none, for his love is more fleeting than the footprints he leaves in the drifting snow. The fox's sense of smell is highly developed, and by it he detects the danger of the trap. The scent left by human hands and the scent left on the trap by other animals caught in it are quickly detected.

"A successful fox trapper must be a keen observer of details," writes C. A. Helmes, a special game protector, in a recent bulletin of the State Conservation Bulletin, in describing different methods of hunting and trapping foxes. "He must realise that he is pitting his wits against one of the most cunning of animals that roam the 'silent places' of the hills and valleys. Recently I made an experimental set which resulted in the taking of one of the oldest, largest and wisest foxes in this vicinity. I noticed that the fox in question did not seem to take alarm at my trail over an old woods road, and as the snow was quite deep would even take advantage of the better traveling by following in my tracks as far as he cared to go in my direction. That is the way of the fox—he is not blindly afraid of man, but trusts to his wits to keep him out of trouble. He knew that the trail was made by a man walking, and he also knew that the danger lay not in the trail, but in the man himself.

"After I had traveled this old road several times, and had noticed Mr. Fox was in the habit of following me nearly every night, I picked out a bush that stood close by the trail, to serve as a mark for locating the trap, and here I set two jump traps in one of my own footprints, with a sheet of clean paper beneath the traps, another sheet on top, and an inch of snow lightly brushed over all. I fastened the chains to clogs buried in the snow at the side of the trail and went on about my business.

"The next morning Reynard was waiting for me, a trap on each front foot. I would not have captured this fox had I not made this experimental set in the trail, and it only goes to show the value of observation to the experienced trapper.

"Every sportsman should realise that one of the worst enemies of wild life is the fox—cunning vicious, bloodthirsty—it kills for the love of killing. The warm blood of its victims is its fountain of youth. Every fox shot or caught in a trap means just so many more grouse, pheasants and rabbits—to say nothing about the value of the fur. Fewer foxes, more sport, more game, more fun."

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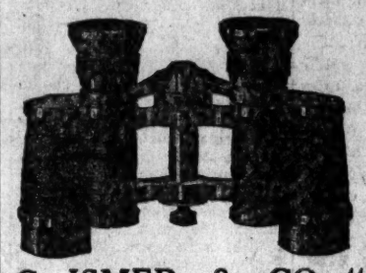

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AUSTRIA MADE 2 PEACE ESSAYS

Followed Sixtus Overtures By Negotiations Through Swiss Intermediary

FRANCE SENT AN AGENT

Unofficial Parleys In August, 1917, Were Approved By Lloyd George

BY WALTER DURANTY

Paris, July 10.—The attempt of Austria to negotiate a separate peace with the Allies through the Emperor's brother-in-law, Prince Sixtus of Bourbon-Parma was not the only effort of the kind made by the Dual Monarchy. Later in the same year, 1917, similar negotiations were conducted through Count Revertera, a highly placed official of the Austrian Court, a Franco-phile Swiss physician, who acted as intermediary, and an officer of the French Second Bureau of the War Ministry. Count Armand, who is related by marriage to a distinguished Hungarian family.

At the beginning of June, 1917, when this second plan of negotiations was first entertained, no one in France had any knowledge of the Sixtus affair except President Poincare, Premier Ribot and one or two persons in their immediate entourages. At that time Colonel Goubet, Chief of the Second Bureau of the War Office, informed Paul Painleve, then Minister of War, that one of his officers, Count Armand, had been invited to meet, at the house of a Swiss intermediary, the physician above mentioned, a distinguished member of the Austrian Court, Count Revertera, with a view to discussing terms of peace between Austria and the Allies. Colonel Goubet added that Count Armand was a person entirely above suspicion, and brought forward various secret documents in the hands of the Second Bureau to establish the fact that the desire for peace in Austria was almost overwhelming.

M. Painleve communicated Colonel Goubet's suggestion to Premier Ribot, who replied that such negotiations had already been attempted through a high personality, whom he did not name, and that they had broken down because Austria refused to cede Trieste to Italy. There matters rested for a time, and later information was received that Austria had changed her mind in consequence of the liberal attitude of the German Chancellor, Von Bethmann-Hollweg, and was now in favor of an Austro-German peace only.

In July, however, Bethmann-Hollweg fell, and on the 30th of that month Colonel Goubet again informed M. Painleve that Austria, and particularly the Emperor Charles, was anxious for a separate peace without delay.

An August 4 M. Painleve made another appeal to M. Ribot, who this time agreed that there was no harm in conversations on neutral ground between Armand and Revertera on condition that it was understood that they were entirely unofficial, in no way binding the French Government, and, in fact, simply intended to try out the ground and see what the prospects were.

There was no lack of information in the hands of the French Second Bureau concerning the genuineness of the Austrian desire for peace. The bureau produced a note, dated July 16, from Baron Gunther, Aulic Councillor at Vienna and a leading Austrian financier, who said that Austria would be prepared to come to terms with France on the following basis: The Austrian armies would remain absolutely passive if France would agree to respect the integrity of the Dual Monarchy at the time when the final peace treaty was being drawn up. Baron Gunther added that if the military forces of the Entente could inflict a defeat upon the Austrian armies, that would give the latter an "honorable retreat," as a defection pure and simple was "unfortunately impossible."

There was also the statement made by the Austrian Prince Colloredo-Mansfeld to a friend in Geneva on July 5: "In Austria every one wants peace with or without the Germans, and if the latter won't agree we'll have it in spite of them."

The King of Spain had signified the same thing confidentially to French diplomatic representatives and had given them to understand that he would be willing to act as mediator between France and Austria when the time came.

There was also the memorandum drawn up by the Second Bureau of the French General Staff on August 4, pointing out the growing weakness of Russia—Brusiloff's July offensive had just broken down, and it was already no secret to the French military experts that little could be expected from revolutionary Russia. Without perhaps foreseeing Russia's utter collapse and the peace of Brest-Litovsk, they emphasised the desirability of separating Austria from Germany without delay and insisted on the fact that Prussia was the real enemy.

This appears to have decided M. Painleve to approach M. Ribot for the second time. If the document had told the truth about Russia in rather plain terms and developed more clearly the consequences of the Russian collapse—which enabled Germany to throw practically all her forces on the west front in the following year and nearly ruined the Allies—there is a chance that the Armand-Revertera negotiations might have been so pressed as to reach a practical result.

From private information I am aware that General Petain and his immediate entourage had already taken this vitally important point into consideration, and that it was this, no less than the necessity of strengthening the morale of the French Army after the mutinies in the early Summer, which dictated the policy of a defensive and campaign of the strictest conservation of human life followed by the French Commander in Chief throughout the rest of 1917 and indeed, right up to the moment of the German attack at the end of March of the following year.

At any rate, it was arranged that Count Armand should go to Switzerland on August 7 to meet Revertera, and on the evening of the 4th he was taken by Colonel Goubet to M. Painleve's office, where he received instructions in accordance with the conditions laid down by Premier Ribot.

CONSULTS LLOYD GEORGE

On receipt of his instructions Count Armand should have started for Switzerland. But M. Painleve suddenly decided that he would first talk the matter over with Mr. Lloyd George, whom he and Premier Ribot were to meet in London the following day, Aug. 5. It was decided that his Chief de Cabinet, Commandant Heilbronner, who was to accompany him, should telephone on the night of the 6th a code phrase to Colonel Goubet if the Swiss interview was approved, and that Armand should wait on the Swiss frontier until he in turn received a code message from Goubet.

Mr. Lloyd George did approve the interview and said:

"There is only one enemy—Germany. If German militarism is conquered, Allied principles triumph. The best way is to detach Austria from Germany. But Trieste is the cornerstone of the whole negotiation."

M. Painleve, however, had an alternative plan, put forward by the French General Staff, of inducing the Austrians to make peace by force instead of negotiation, through action by England, France and Italy against Trieste. Mr. Lloyd George liked this even better than the negotiation scheme. But it met the opposition of General Robertson and Marshal Haig, who pinned their faith to the Battle of Flanders, then newly begun, and seemed piqued by the doubts expressed by the British Premier as to whether that battle would gain any decisive results.

General Robertson banged his fist on the table and almost shouted: "We are crushing the Germans! We are crushing the Germans!"

Their opposition was reinforced by that of the Italians, who argued, first, that they had not sufficient troops and supplies, and second, that the weather would not be suitable for the attack. When one reflects that the Caporetto offensive, which really was Germany's counterstroke to all these Austro-Ally negotiations, was launched in midwinter on the most difficult part of the Austro-Italian front, it is evident that this objection was of no great value.

However, the plan of the offensive was dropped, and it was decided to let Armand go ahead. At 2 o'clock on the morning of the 7th Goubet received the expected message from Heilbronner, and at 7 a.m. he got in telephonic communication with Armand at the frontier station of Delle-garde. He said: "I wish you a pleasant journey," which was the phrase agreed upon, meaning that the negotiations were authorised, and the same morning Armand entered Switzerland and made his way to a Swiss physician's sanitarium a Fribourg, where the interview with Revertera was to be held.

France Making Wares Nearly Up To Old Mark

Paris, July 17.—Emile Ogier, Minister of the devastated regions, in one of the most hopeful monthly reports issued since the ministry was established, shows that the various industries are rapidly approaching the pre-war standard of production.

This is especially true with regard to the textile industry in the Lille district, where virtually 60 percent of the workpeople employed in 1914 have resumed their occupations. As for the woollen mills around Lille they show even more encouraging results, for more than 90 percent of the operatives of 1914 have returned to work.

At Roubaix more than 96 percent of the woollen mill employes are back at work.

Among the ten war-stricken departments that of Meurtheet-Moselle stands out as recovering the most rapidly, over 80 percent of its pre-war industrial establishments having been reopened.

Ardennes comes next, with 78 percent, followed by the Nord department with a shade less.

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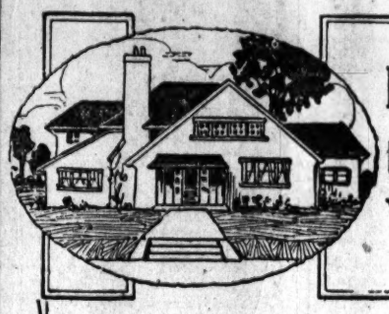

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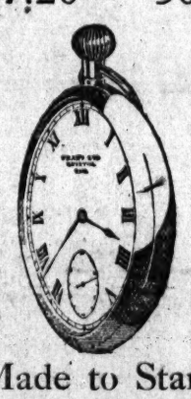

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Hongkong Wharf .	T.$85 B.
Lands and Hotels	
Anglo-French Land	Tls. 72 B.
Shanghai Land...	Tls. 64½ B.
Weihaiwei Land..	Tls. 3
S'hai Hotel Ltd. .	Tls. 54 B.
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 555
E-wo (pref.)	Tls. 85
Laou-kung-mow ..	Tls. 385
Oriental	Tls. 217½
Shanghai Cotton .	Tls. 275
Kungyik	Tls. 50 B.
Yangtszepoo	Tls. 38 S.
Yangtszepoo Pref.	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 224
Green Island	H.$7½ B.
Langkats	Tls. 15½ B.
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 95 B.
Stores	
Hall & Holtz	$12¾
Llewellyn	$30
Crawford...	$80 B.
Meutrie	$40
Watson	H.$6.15 B.
Weeks	$11
Rubbers (Local)	
Alma	Tls. 5¼
Amherst	Tls. 0.50
Anglo-Java	Tls. 7¾ B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918.	Tls. 0.65 B.
Bukit Toh Alang	Tls. 1¾ B.
Bute	Tls. 0.70 B.
Chemor United...	Tls. 70 B.
Chempedak	Tls. 5
Cheng	Tls. 1¾
Consolidated	Tls. 2 B.
Dominion	Tls. 5
Gula Kalumpong .	Tls. 5
Java Consolidated	Tls. 13 B.
Kamunting	Tls. 3 B.
Kapala	Tls. 0.25
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 3 B.
Kroewoek Java ..	Tls. 13
Padang	Tls. 6 S.
Pengkalan Durian	Tls. 2½ B.
Permata	Tls. 1 B.
Repah	Tls. 0.50
Samagaga	Tls. 0.60 B.
Seekee	Tls. 1
Semambu	Tls. 0.60 B.
Senawang	Tls. 4 B.
S'hai Klebang ...	Tls. 0.55
Shanghai Malay .	Tls. 3
S'hai Malay pref..	Tls. 10
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6¼ B.
Sua Manggis	Tls. 3¾
S'hai Kalantan ..	Tls. 0.55
S'hai Seremban ..	Tls. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.80
Tehong	Tls. 14¾ S.
Ulobri	Tls. 2½
Ziangbe	Tls. 4 B.
Miscellaneous	
C. I.& E. Lumber	Tls. 825
Culty Dairy	Tls. 12
Shanghai Trams ..	Tls. 67
Shanghai Gas	Tls. 14½ B.
Horse Bazaar	Tls. 34
Shanghai Mercury	Tls. 25
S'hai Telephone...	Tls. 69 B.
S'hai Waterworks..	Tls. 121

S. Sellers. Sa. Sales. B. Buyers.

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 398

PARIS EXCHANGE

(French Wireless Service)

Paris, September 3.—Exchange quotations:

London	51.49
New York	14.30½
Belgium	106.50
Prague	24.00
Italy	66.75
Rumania	33.25
Switzerland	230.25
French War Loans:	
3 percent	55.15
4 percent 1917....	72.25
4 percent 1918....	71.15
5 percent	87.30
5 percent 1920....	102.05

Exchange and Bullion

Shanghai, September 4, 1920.

Exchange and Bullion

Sovereigns: buying rate,
£1 @ 5/10=Tls. 3.43
@ exch. 73.3=Mex. $4.68

Gold Dollars: Bank buying rate,
G.$100 @ 104¼ Tls. 95.92
@ exch. 73.3=Mex. 130.86

Mex. Dollars Market Rate: 73.025

Shanghai Gold Bars: 978 touch Tls. 22

Bar Silver 998 touch Tls. 110.90

Copper Cash .. per tael 191.500

Native Interest ..... Tls. 10

Latest London Quotations

Bar Silver .....

Bank Rate of Discount 7%

Ex., Paris on London Fr. 51.19½

Ex., New York on London T.T. G.$3.56¼

Exchange Closing Quotations

London	T.T. 5/10
London	Demand 5/10¼
India	T.T. 307½
Paris	T.T. 1495
Paris	Demand 1498
New York	T.T. 104
New York	Demand 104¼
Hongkong	T.T. 71
Japan	T.T. 49¾
Batavia	T.T. 313
Singapore	T.T. 39½

Bank's Closing Buying Rates
All Nominal

London	Demand 6/–
London ....4 m/s. Cdts.	6/2
London ....4 m/s. Docy.	6/2½
London ..6 m/s. Cdts.	6/3¼
London .... 6 m/s. Docy.	6/3¾
Paris ..... 4 m/s.	1595
New York .. o/d. Docy.	107
New York .. m/s. Docy.	111

Tourists' Exchange
@ Bank's Closing Demand buying Rates

£10 @ exch. 6/–= Sh. Tls. 33.33

G.$50 @ exch. 107= Sh. Tls. 46.73

Fr. 250 @ exch. 1545= Sh. Tls. 16.18

1 Shanghai Tael=Mex. $1.36 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 3,400 ..... =Tls. 100
„ 100 ..... =Mex. $4.05

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 21,000 ..... =Tls. 100
„ 100 ..... =Mex. $0.64

Exchange Shop Rates

Buying:	100 Old Roubles	$1.55
„	100 New „	$0.80
Selling:	100 Old „	$1.65
„	100 New „	$0.90

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls. 3.07	@ 5/10¼	£1
„ 0.87	@ 103¾	G.$1
„ 1	@ 1503	Fr. 16.74
„ 1	@ 49	Yen 2.27
„ 1	@ 305	Rus. 3.40
„ 1	@ 1.50	Mex. $1.50
„ 1	@ —	Roubles. —

THE man who would forge to the ront in this competitive age must e a man of prompt and determined lecision. Like Caesar, he must burn his ships behind him, and make retreat forever impossible. Prompt decision and sublime udacity have carried many a successful man over perilous crises where deliberation would have een ruin. Are you still undecided bout WIDLER'S MUSK, if so it won't be for long. Forget all the other trade names by which Musk s known but remember WIDLER'S MUSK, the MUSK that will eventually predominate. Send Chinese Postal Money Orders for $300 to MR. ELLY WIDLER, TA TSING-LU, SZECHUEN PROVINCE, and he will mail you a sample of one pound of WIDLER'S MUSK, Tel. Widler-Tatsienlu. Bentleys Code.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, September 4, 1920.

Chinese Bonds 1st year 6%
$19.30 September
$19.60 October

Chinese Bonds 3rd year 6%
$72.80 September

Chinese Bonds 4th year 6%
$77.60 September

Chinese Bonds 5th year 6%
$63.90 September
$64.00 October

Chinese Internal Loan 7th year 6%
$36.60 September
$36.70 October

Han-Yeh-Ping
$30.80 September
$30.80 October

The Chartered S. & P. Ex.
$55.80 September
$56.90 October

Local Yarn for 16's Standard Cloudy Stork
Tls. 160.30 September
„ 159.90 October
„ 159.70 November
„ 158.10 December

Local Yarn for Standard 20's Cloudy Stork
Tls. 172.00 September

Local Yarn for Standard 16's Tripod
Tls. 156.50 November

Pozu Ginned Cotton
Tls. 23.90 November

Tungchow Cotton
Tls. 28.00 October
„ 28.00 November
„ 28.00 December
„ 28.10 January

Bean Oil for Standard Kee-Chong-Yeen Oil & Co., Shanghai
Tls. 9.90 October
„ 10.00 November

Honan Bean
Tls. 2.89 October

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding

TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road, Shanghai.

Shanghai Produce & Stock Exchange

Transactions

Shanghai, September 4, 1920.

Japan Trust Bank Ltd.
Tls. 8.30 September
„ 8.50 October
„ 8.60 November

Japan-China S. & W. Co.
Tls. 28.70 October
„ 30.00 November

Nisshi Boseki Kaisha
Tls. 8.20 September
„ 8.30 October

Shanghai P. & S. Exchange
Tls. 22.70 September
„ 22.70 October
„ 22.70 November

Local Yarn for Standard: 16's
Tls. 155.00 September
„ 155.00 October

Water Moon 16/20's
Tls. 166.00 November
„ 164.50 December

Silk Market

Messrs. William Little and Co. Co. write as follows in their report dated September 3:

White Silks.—Position is unchanged, no business doing.

Yellow Silk.—Wooyung 1, 2, 3 Gold Buddha Tls. 470, 450, 430.

ASTOR HOUSE HOTEL

TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

American Manufacturers Export & Import Corporation

ELECTRIC MACHINERY

Sole Agents Wagner Electric Mfg Co., St. Louis

Machine Tools

Carroll and Jamison Lathes
Barnes All Geared Drills
:: Stocks on Display ::

10 Nanking Road
R. L. Stevens, Mgr.
Tel. Central 1840

BIANCHI'S

AFTERNOON TEAS

PROFICIENT SERVICE

ALL KINDS OF PASTRIES AND CAKES

CAKES OF ALL KINDS MADE TO ORDER

23 Nanking Road -:- SHANGHAI -:- 'Phone: C. 2264

PHILIPPINE NATIONAL BANK

SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT

RESOURCES PESOS 261,000,000
HEAD OFFICE: MANILA

BRANCHES:
New York, Iloilo, Cebu, Cabanatuan, Aparri, Davao, Bacolod, Legaspi, Lucena, Dagupan, Vigan

INTEREST ALLOWED ON FIXED, CURRENT AND SAVINGS DEPOSITS IN FOREIGN OR LOCAL CURRENCY.

BANKING AND EXCHANGE BUSINESS OF EVERY DESCRIPTION UNDERTAKEN.

Correspondents at principal cities in the Orient, United States and Europe.

Tel. Central 2750
SHANGHAI BRANCH
No. 1 The Bund
J. W. MILLER
Manager.

Stock Exchange Transactions

Shanghai, September 4, 1920.

OFFICIAL

Anglo Javas Tls. 7.85
Butes Tls. 0.70
Sungei Duri Tls. 6.50
Kungyik Coton Tls. 50.00
Yangtszepoo (Ord) Tls. 32.50 September

UNOFFICIAL

Chinese Engineer & Ming Co. Tls. 17.25
Ewo Cotton (Ord) Tls. 550.00 September
Yangtszepoo (Ord) Tls. 32.00 Cash
Tls. 32.50 September

Share Market

In their report dated September 3, Messrs. J. P. Bisset and Co. write as follows:

There is no improvement in the local share market since the issue of our last circular and quotations generally are unchanged.

WILKINSON'S

"TIMBORITE"

A Perfect Wood Preservative & Stain

IN

Browns & Greens (3 shades each)

FOR

Protecting Woodwork from Dryrot, Decay, Fungus, Attacks from Vermin and White Ant Ravages

ALSO

A Decorative Material

Invaluable for
Railway Sleepers,
Wood Paving,
Telegraph & Telephone Poles,
Verandahs, Fencing &c.,

Preve tative against
Damp Walls and Crumbling Stone
Hardens & Preserves
Stucco and Plaster

Good Rope Preservative

Tint Cards & all Particulars

Wilkinson, Heywood & Clark, Ltd

2A, Kiukiang Road 'Phone C. 201

"BEAR BRAND" STERILIZED

BERNESE ALPS MILK

"The Richest of all Tinned Milks Tested"

says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

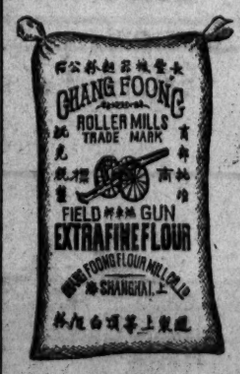
Sole Agents
ANDREWS & GEORGE
95 Szechuen Road
Shanghai. Phone C. 454

LET US FIT YOU

with a pair of these comfortable, beautiful and dainty glasses.

中國精密眼鏡公司
Chinese Optical Company
P.353 Nanking Road

CHANG FOONG FLOUR



"Field Gun" Brand

Equal to the Best Imported Flour.

Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.

Our Flour is highly recommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

Motor Truck Delivery

CHANG FOONG FLOUR MILL CO.

Head Office, 43A, Kiangse Road: Tel. Central 2480
SHANGHAI

TRY IT IN YOUR BATH

By Appointment To H.M. The King.

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Of all Grocers, Chemists, etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., CUILDFORD STREET, LONDON, S.E.

SAN MIGUEL

Pale Pilsen Beer

Brewed from the finest American Malt and Hops

BOTELHO BROS., AGENTS

Tel. C. 2531: 11 Peking Road

28806

Sasso Olive Oil

In Cases of 10 tins
In tins of 1 Imperial Gallon

Sole Agents:
CLERICI, BEDONI & CO.
17 Museum Road Tel. C. 4707

THOS. COOK & SON

Tourist, Steamship and Forwarding Agents, Bankers, etc.

Offical Passenger Agents to the Philippine Government

Railway and Steamship Tickets supplied at Tariff Rates.
Letters of Credit and Circular Notes Issued and Cashed.
Baggage collected, forwarded and insured at lowest rates.
Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Tel. Address: "Coupon" THOS. COOK & SON
Telephone Nos. 2203 & 2204 Russo-Asiatic Bank Building, Shanghai
Also Hongkong, Peking, Yokohama, Manila
Chief Office: Ludgate Circus, London, E. C.

O.V.B.

At all CLUBS, HOTELS and BARS

GANDE, PRICE & CO., Agents

UNDER NEW MANAGEMENT

SAVOY HOTEL

Re-modelled and Re-furnished

A Strictly First-Class Family Hotel, at Moderate Rates

Satisfactory Home with Excellent Service and Superior Cuisine

SPECIAL RATES FOR MONTHLY GUESTS

CODE BOOKS

A. B. C. Telegraphic Code, Sixth Edition, Five-Letter Words	$35.00
A. B. C. Telegraphic Code, Fifth Edition	25.00
Keegan's International Three-Letter Code	70.00
Western Union Telegraphic Code, Five-Letters Edition	45.00
Western Union Telegraphic Code, Universal Edition	30.00
Bentley's Complete Phrase Code, New Edition	20.00
Webster's New International Dictionary, For 1920 Edition	13.50

For Sale At
CHOW TZU KONG, Bookseller
111 Szechuen Road, Shanghai

THE

Great Northern Garage Co.

COSY
COMFORTABLE
CARS
CAREFUL
CHAUFFEURS

Tel. North 1463 14 Astor Road Next "The Troc."

Business and Official Notices (Continued from Page 24)

TIBETAN CURIOS

When you are interested in hand painted Tibetan coloured pictures, Real Tibetan coloured woolen rugs, Tibetan Buddhas, Prayer Wheels, Tibetan Coins, or any other Tibetan Article, just send along one dollar in unused Chinese Postage stamps, and I will inform you of price of article you are interested in and furnish you with any information you require re Tibetan Curios, coins, etc. Address: MR. ELLY WIDLER, TATSIEN-LU, SZECHUEN PROVINCE.

NOTICE

Messrs. Stewart-Crane Company beg to announce that their Company has been granted Articles of Incorporation under the laws of the United States of America.

From September 1st, 1920, Stewart-Crane Company ceases to be a co-partnership and becomes a corporation under the name of Stewart-Crane Company, Inc., which Corporation has taken over all the assets and assumed all the liabilities of Stewart-Crane Company.

31879

MUNICIPAL INVESTMENT BANK

SEPTEMBER DEPOSITS

CARRYING interest at 7% per annum, will be received at the Finance Department of the Council, No. 24B Kiangse Road.

from

Wednesday, September 1

to

Saturday, September 4

Both days inclusive.

and on

Monday, September 6

31796

St. Joseph's Institute Classes will re-open on Monday, September 6th, 1920.

31734

NOTICE

The undersigned hereby announces that he is in no way connected with the Connolly Land and Oil Company, in the prospectus of which his name has been advertised as a director.

C. F. GORMAN.

31836

Shanghai Amateur Swimming Association

Shanghai Championships for the following events will be held at the International Swimming Club's Annual Gala to be held at the Municipal Swimming Bath, on Sept. 10th and 11th.

220 YARDS.
880 YARDS.
PLUNGE FOR DISTANCE.
DIVING.

Entries will close with Mr. C. J. Encarnacao, c/o Brunner Mond and Co. at 5 p.m. on Tuesday, the 7th inst.

By Order of the Committee,
Shanghai Amateur Swimming Association.

31850

Egg Drying Machines

FOR SALE, two single unit Egg Drying Machines complete just arrived from America. Those interested kindly communicate with the Eastern Syndicate, Ltd. 128A, Szechuen Road.

31875

An excellent American player piano, with 35 rolls of music, for sale. Practically new and suitable for home or dancing halls. All to go at Tls. 600. Owner leaving Shanghai. For inspection, please apply to Box 343, THE CHINA PRESS.

Dr. Furstenberg M.D.

Specialist in urinary, venereal skin and internal diseases.
Hours 11-1 and 4-6 p.m.
25 Avenue Edward VII. Ben Building.
Tel. C. 838

30851

SHANGHAI HIRE GARAGE

No. 847 Avenue Edward VII
Tel. No. C. 5272

Our motor hire service charges are as follows: Per hour $4 and $3 or a minimum charge of $1 and $1.50 per single trip.

Cars for contract.

31528

FRESH MILK

delivery twice daily.

EXTRA ORDERS

are executed at any time

AIKOSHA DAIRY

59 Avenue Dubail
Tel. C. 2175

New French Government Loan 6%

The Banque de L'Indo-Chine beg to inform the public that a new French Government Loan will be issued from 20th October to 30th November 1920.

Subscriptions will be received from this day at the following conditions:

Interest: 6 francs per 100 francs capital (Perpetual).

Price of issue: 100 francs, payable in full on the date of subscription.

Bons de la Defense Nationale; Bons du Tresor; Obligations de la Defense Nationale and Rente Amortissable 3 1/2 %, will be received in payment.

The following will also be accepted in payment, but only up to one half of the amount subscribed for: Rente Francaise 5% 1915, 1916 and 1920; 4% 1917 and 1918.

The best conditions of exchange will be granted by

THE BANQUE DE L'INDO-CHINE

31823

ANNOUNCEMENT

Mr. Kenneth H. Martin is joining our firm from this date.

NOEL, MURRAY & CO., LD.

Shanghai, 1st September, 1920.

31818

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.
Hours 9—12 2—5
15 Nanking Road, Cor. Szechuen Road
(American Oriental Bank Building)
Third Floor—Take Elevator.

30645

TRY OUR ELECTRIC TURKISH BATH

And Massage Treatment
Wonderfully Refreshing

Care of your HEALTH is your Best Policy.

Prof. I. K. SETO
15, Nanking Road, Tel. C. 2763

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

31346

VANCOUVER LODGE

Residential Country Hotel
134 SINZA ROAD
Telephone West 1797

Double and single rooms, hot and cold water service. Garages, spacious garden, tennis courts croquet lawn.

TERMS MODERATE.

27749

Municipal Notification

No. 2702

7 PER CENT. LOAN, 1920
Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 13, 1920.

31785

Municipal Notification

No. 2743.

PUBLIC SCHOOLS FOR FOREIGN CHILDREN

The schools will reopen on Wednesday, September 8, at 8.30 a.m.

The attention of parents is directed to the following scale of monthly fees:—

Public School for Boys.
200 North Szechuen Road.

Boys over 10 years of age	$12
Boys under 10 years of age	8
Extra Subject:—	
Shorthand	2

Public School for Girls.
28 Boone Road.

Girls over 10 years of age	$12
Girls under 10 years of age	8
Boys under 8 years of age	8
Kindergarten	5
Extra Subject:—	
Piano	6

24 Kungping Road.

Children under 8 years of age	$8
Kindergarten children	5

88 Avenue Road.

Girls over 10 years of age	$12
Girls under 10 years of age	8
Boys under 8 years of age	8
Kindergarten children	5

Admission to the Avenue Road School is restricted to girls under 15 years of age and to boys under 8 years of age. Admission to the Kungping Road School is restricted to girls and boys under 8 years of age.

Thomas Hanbury School for Boys.
63 Haskell Road.

Boarders	$30
Day Scholars	9

Thomas Hanbury School for Girls.
15 Boone Road.

Upper School, Boarders	$20
Upper School, Day Scholars	6
Lower School, Boarders	18
Lower School, Day Scholars	5

Kindergarten children in the Thomas Hanbury School for Girls will be charged the same rates as for the Lower School.

The above scale of fees is subject to the following reductions:—

For a family of	Public Schools	Thomas Hanbury Schools for Boys	Thomas Hanbury Schools for Girls
2 children	20%	$1.80	$1.20
3 or more children	33⅓%	3.00	2.00

Children of non-resident parents, unless already in attendance at the schools, will not be admitted. The term *non-resident* implies residence in Shanghai of less than six months.

Forms for the admission of new pupils may be obtained on application at the several schools, and should be presented by the new pupils themselves, when attending at the Schools for examination and admission on Friday, September 3, between the hours of 9.30 a.m. and 11.30 a.m., except in the case of the Thomas Hanbury School for Boys for which the hour of attendance will be Wednesday, September 8 at 9 a.m.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 19, 1920.

31531

Leaf Tobacco

We grow and sell Chekiang leaf tobacco. Prices reasonable, qualities excellent, satisfaction guaranteed. Have done large business with foreign firms. For samples, etc., apply to W. P. Dang, XG 365 North Chekiang Road, Shanghai.

南康里第四弄第四家

31739

Dr. R. Holper, M.D.

Specialist in venereal, urinary, skin and internal diseases,
15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
Tel. Central 786

27310

WEI-HAI-WEI

Well-furnished rooms, with good private bathrooms and wide private verandahs, to let with board at Narcissus Bay, Wei-Hai-Wei. Houses stand next to Main-land Golf Course, and have good bathing beach and tennis court. Apply Mrs. Niven, Wei-Hai-Wei.

31554

TONNAGE REQUIRED

Steamers and/or Motorships required for shipping to Europe within 12 months 100,000-150,000 tons coals, commencing from October, 1920. Vessels preferred with a cargo capacity of not less than 5,000-10,000 tons. Lowest offers to be submitted in writing to

BOWERN & CO., Shipbrokers,
No. 8 Museum Road, Shanghai.

31869

MUNICIPAL NOTIFICATION

No. 2715.

SHANGHAI MUNICIPAL COUNCIL 6 PER CENT. STERLING LOAN, 1920.
Amount £750,000
Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 percent. Sterling Loan of 1920, which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 percent in denominations of £1,000, £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 percent per annum, payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon. The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London. Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams involved through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount overapplied for will be repaid in full, plus interest at the rate of 6 percent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930, and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund, or from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 29, 1920.

31786

HONMA HOSPITAL

No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

新最全大理地治政業商國中 New Atlas & Commercial Gazetteer of China

"The book that answers my questions about China quicker than any other."
"The biggest and best book on China."

Edited by Edwin John Dingle

Address Enquiries to the Proprietors:

Far Eastern Geographical Establishment
No. 6 Kiukiang Rd. Tel. C. 3071

The International Recreation Club

NOTICE is hereby given that share Certificates Nos. 177, 178, 180, 181, 182, 183, 184 and 185 for 50 shares each registered in the name of Mr. Yih Tih-ching (葉鎮卿) and Share Certificates Nos. 317 and 318 for 100 shares each registered in the name of Chuen Kee (泉記) are hereby declared lost and if not forthcoming by the 14th day of September, 1920, same will be considered null and void and new certificates will be issued in lieu thereof.

By order of the Committee,
Y. S. DAY,
Secretary.

126 Bubbling Well Road.
Shanghai, 31st August, 1920.

31758

Dr. James Yuking,

Specialist in the treatment of Venereal Diseases and Piles.
78 Nanking Road.
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

Shanghai Lawn Tennis Association

Men's Singles and Doubles, Championships

Entries for the above must be sent to the undersigned on or before Wednesday, September 8th.

The entrance fee for the Singles is $5.00, for the Doubles $10.00 for each pair.

No entry will be accepted unless accompanied by the proper entrance fee.

A. H. GEORGE,
Hon. Secretary and Treasurer.
c/o British Consulate General.

31821

KINGMAN & BROS.

How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per Head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:—

(1) Cleaning of the teeth quarterly
(2) Filling with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

No. 40, Szechuen Road, Shanghai.

Announcement

THE BROADWAY BUTCHERY

NOW OPEN

Same has been renovated and is under Sanitary inspection by the Municipal Health Department.

Fresh meats supplied and fresh sausages manufactured daily.

Pass books with prices on application. Special rates to Hotels, Clubs and Steamers.

No. 1106 Broadway

31480

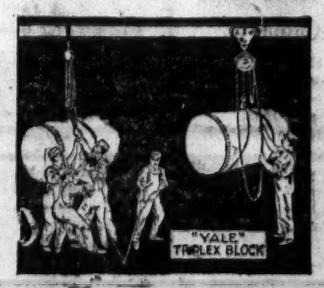
NOTICE OF REMOVAL

The International Correspondence Schools
AND
Technical Supply Company of China
are now located at 83 Szechuen Road
(opposite Hall & Holtz).

30509

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to

FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

SWEETMEAT CASTLE

16 NANKING ROAD
ENTRANCE SZECHUEN ROAD.

Crystallized Fruits — Crystallized Cherries
of the BEST FRENCH MANUFACTURE
Just Received.

Telephone Central 1218.

Classified Advertisements

SITUATION VACANT

MEN WANTED who desire to learn Architecture, Mining, Civil, Mechanical, Electrical, Steam Engineering, etc. To begin studying only necessary to read simple English. We teach you entire profession from first lesson in Arithmetic. Request explanation of our method. Office 15A. International Correspondence Schools, Chinese Post Office Box No. 1.

WANTED, competent stenographer by large import and export firm. Apply to Box 433, THE CHINA PRESS.

31825 S. 5

SALES LADY wanted (inside) for office supplies. Good position to right party. Apply by letter, stating previous experience, to Box 450, THE CHINA PRESS.

31846 S. 5

COMPETENT stenographer wanted at once. State nationality, sex, experience and salary expected. Reply to Box 435, THE CHINA PRESS.

31828 S. 5

WANTED, English-speaking governess to take care of two children, aged four and five years. Address S. Feodossif, Tsingtao, China.

31803 S. 7

STENOGRAPHER, thoroughly competent, female, required 1st October by British shipping firm. Similiar previous experience preference. State age, salary and all particulars. Box 442, THE CHINA PRESS.

31838 S. 5

CHINESE INTERPRETER: The services of a first-class interpreter are required immediately. Applicant should be conversant with several dialects and have some knowledge of the immediate territory. Salary according to experience. Apply, in writing, (enclosing copies of two recent testimonials), to Box 468, THE CHINA PRESS.

31872 S. 7

WANTED for large merchant firm in Tientsin, Portuguese or Eurasian office assistant; must be good English correspondent and good typist. Will pay passage to Tientsin. Apply, giving references and stating salary required, to Box 436, THE CHINA PRESS.

31830 S. 9

WANTED, competent Chinese stenographer for American firm. Apply to Box 389, THE CHINA PRESS.

31795

WANTED: American firm requires the services of a competent lady stenographer. Apply to Box 390, THE CHINA PRESS.

31794

GODOWNS WANTED

GODOWN wanted, immediately or October 1st, in central district or French concession. Reply, giving location, space and rent, to Box 464, THE CHINA PRESS.

31831 S. 10

MISCELLANEOUS

CHEAP rates for storing cargo. Apply to Box 490, THE CHINA PRESS.

31903 S. 8

LOAN WANTED. Will someone advance $1,000 against a good collection of Chinese curios? Or will sell. Apply to Box 466, THE CHINA PRESS.

31870 S. 5

MATRIMONY

LADY, 22 years, wishes to correspond with a gentleman view to matrimony. Honest, hard-working, and desires to make a home happy for the right man. Only those who are in earnest need apply. Address to Box 494, THE CHINA PRESS.

31510 S. 8

HOUSES TO LET

BUNGALOW to let, western district, garden, tennis court, garage, including tax and water. Rent Tls. 100. Apply to Box 493, THE CHINA PRESS.

31907 S. 8

TO LET, furnished house, sitting-room, dining-room, three bedrooms, bathroom, kitchen and servants' quarters. Furniture and electric fittings must be taken over. Apply to Box 456, THE CHINA PRESS.

31855 S. 7

A house with large garden to let, or separate rooms. Can be used as a sanatorium and hospital, in a nice part of Shanghai. There are three houses, a large park of more than 20 mow. Two of the houses can be used for apartments, the third for the kitchens. The fruit trees and small vineyard go with the place. Tram-car 15-20 minutes walk. Apply to Box 424, THE CHINA PRESS.

31805

TO LET until end of October, possibly longer to responsible tenant only, large well furnished house in French Concession. Spacious grounds, garage, etc. Apply Asia Banking Corporation.

TO LET, small house in French concession, comprising two rooms, bathroom, kitchen and small garden. Furniture and fixtures to be taken over. Tls. 1,500. Apply to Box 434, THE CHINA PRESS.

31826 S. 9

HOUSES WANTED

WANTED, four or five-roomed furnished house, no children. Apply to Box 475, THE CHINA PRESS.

31887 S. 8

WANTED. American couple, no children, will require, about October or November, small furnished or unfurnished house, modern conveniences. Apply to Box 496, THE CHINA PRESS.

31916 S. 8

WANTED, immediately, furnished or unfurnished house or flat, three rooms or more, with private bath, by a foreigner. Care guaranteed. Good premium paid to anyone vacating house or flat in suitable district. Address particulars to Box 463, THE CHINA PRESS.

31868 S. 9

WANTED in central or western district, or in French concession, house or residential flat, furnished or unfurnished, for married couple. Apply to Box 431, THE CHINA PRESS.

31820 S. 8

APARTMENTS WANTED

AMERICAN couple desire two rooms with part board in American family, or several rooms for light housekeeping. Or other arrangements possible. Write 206 North Szechuen Road Extension.

31905 S. 5

WANTED. Married couple, no children, would like bedroom, sitting-room and board in refined American private family, about October 1st. Apply to Box 497, THE CHINA PRESS.

31916 S. 8

WANTED, flat of six rooms, in central district for preference. Reply to Box 473, THE CHINA PRESS, with full particulars.

31877 S. 5

LOST OR STOLEN

LOST, September 3rd, 5.30 p.m., Nanking and Szechuen Roads, silver wrist watch with silver strap, initials "Ide J." Liberal reward for return to Fearon, Daniel and Company, Inc., Engineering Department.

31857 S. 5

OFFICES, ETC., TO LET

TO LET, immediately, one four-room office. Edward Ezra Buildings. Apply to Box 453, THE CHINA PRESS.

31849 S. 5

OFFICE to let; 37 Canton Road, second floor. Rent Tls. 95.00. Apply 10 Yangtszepoo Road.

31793

OFFICES to let; suites of from two to four very large light rooms, steam heat, very modern, near Bund. Apply J. T. Hammond, No. 51 Szechuen Road.

31792

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Rangoon
Bangkok	Karachi	Saigon
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala-Lumpur	Singapore
Cawnpore	(F. M. S.)	Sourabaya
Canton	Madras	Tientsin
Cebu	Manila	Tavoy
Colombo	Medan	(Lower Burma)
Delhi	Peking	Taiping
Haiphong	Penang	New York
Hankow	Puket	Yokohama
Hongkong		
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Fcs.
Subscribed Capital .72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1/6/20) 69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala	S. Francisco
Calcutta	Lumpur	Shanghai
Canton	London	Singapore
Colombo	Lyons	Sourabaya
Foochow	Malacca	Tientsin
Hankow	Manila	Tsingtao
Harbin	Nagasaki	Vladivostock
Iloilo	New York	Yokohama
	Peking	

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund.....	26,960,000
Capital Contributed by Chinese Government	Kup-Tls. 3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen	Newchwang	Vladivostock
(Dalny)		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,898,898.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tainan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama,

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.
Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves .....Fr. 12,027,956

Head office: BRUSSELS
London Office: 3 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangemements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £850,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 485,461.99
Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
Meng Chia, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $10,000,000
Undivided Profits: $500,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK,
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolosan
San Francisco Office:
232 Montgomery Street
Branches:

China		Japan
Canton		Kobe
Hankow		Yokohama
Harbin		
Hongkong		Java
Peking		Batavia
Shanghai		Sourabaya
Tientsin		
Tsingtau		Panama
Dominican Republic		Colon
Barahona		Panama
Puerto Plata		
San Pedro de Macoris		Philippine Islands
Sanchez		Cebu
Santiago		Manila
Santo Domingo		
India		Straits Settlements
Bombay		Singapore
Calcutta		
Rangoon		

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Once (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondean (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

The
Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Fund 81,425.61
Resources 10,000,000.00

Head Office & Branches;
Hangchow, Shanghai, Haimen, and Lanchi.

Domestic Agencies;
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam, Amsterdam, New York, Chicago, San Francisco, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan, and Hongkong.

Every description of Banking and Exchange transacted.

Drafts issued and telegraph transfers effected.

Commercial Credits established.

Loans and Credits granted on approved securities.

Interests allowed on Current and Fixed Deposits in Pounds Sterling U .S. Dollars, Guilders, Yen, Taels and Dollars according to arrangements.

Modern Safe Deposit Boxes for rent on application.

Savings Deposits at 4% compound interest.

LI MING, Manager
SHANGHAI BRANCH
U 39 Peking Road.
Telephone: C. 3145, Mgr's. Office
Telephone: C. 2147, General Office
CABLE ADDRESS:
"CHINLUSBANK," Shanghai

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djember	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

Commercial Bank of China

Head Office: SHANGHAI

Sh. Tls.
Subscribed Capital ... 5,000,000
Paid-Up Capital 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

Banque Industrielle de China

Capital authorised Frs. 250,000,000
Capital subscribed „ 150,000,000
Capital paid up .. „ 75,000,000
Reserve ..... „ 30,000,000
One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION,
Manager

The Bank of East Asia, Ltd

Authorised Capital $2,000,000
Paid up Capital 1,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

R. CHENG,
Acting—Manager.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE
NEW YORK CITY
35 Broadway.

HEAD OFFICE FOR FAR EAST
SHANGHAI
(Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business transacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, "BANKASIA" Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: Tientsin

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
	Cincinatti		

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manger
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $2,250,000
HEAD OFFICE, NEW YORK
Owned and controlled By
The National Park Bank, New York Union Bank of Canada

BRANCHES:
SAN FRANCISCO PARIS TOKYO SEATTLE YOKOHAMA

SHANGHAI BRANCH: 1 Kiukiang Road. Telephone C. 1174

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

TEACH YOUR CHILDREN "HOW TO SAVE"

By depositing money regularly with this Bank, you are teaching your children the habit of saving. When they are twenty years old, they will find it a great help. The following table shows handsome totals that a monthly deposit of $3 will grow into:—

Age	Amount	Age	Amount
1	$ 37.17	11	$ 710.54
2	76.88	12	821.12
3	119.98	13	943.09
4	167.53	14	1,077.66
5	220.72	15	1,226.05
6	280.44	16	1,389.58
7	348.72	17	1,569.91
8	427.73	18	1,768.70
9	519.10	19	1,987.74
10	610.17	20	2,229.29

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Head Office: 9 Ningpo Road
Hongkew Branch: 15 N. Szechuen Road

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Piece Goods & Yarns

Messrs. Ilbert and Co. write as follows in their report dated September 3:

PIECE GOODS

Again a very quiet week indeed has to be recorded. At the close there is perhaps a slightly steadier feeling as regards yarn, but in piece goods auction values have not improved, while in private sales there is nothing doing.

Since the extraordinary mental phase through which a large number of Shanghai native dealers passed recently in regard to attempts at cancellation of contracts for goods to arrive, home manufacturers have evidently made up their minds that for the time being orders from here are likely to be conspicuous by their absence, and have therefore put forward no new proposals of business for some time past. Still, in spite of the absence of actual business to test values, and the slackness of telegraphic intercourse of late, the general feeling seems that when order books are again opened, some considerable easing off in prices will be accepted as compared to purchases made in the spring.

Grey Shirtings generally.—We are still unable to record any improvement in our local market and prices at the auctions have been irregular, the heavier weights showing a further decline. Private sales are reported as follows:
7 lbs.—Horseman and Gun at Tls. 3.55.
8¼ lbs.—Two Fish at Tls. 5.50. Single Black Joss at Tls. 5.50. Vase at Tls. 5.20 and Blue Round Dragon at Tls. 4.35.
9-11 lbs.—In 10 lbs. Pigshead at Tls. 8.00, Rabbit and Moon at Tls. 8.00, Eagle and Arrow at Tls. 7.90, Bamboo Tree at Tls. 6.75.
12 lbs. 36 inch.—Soldiers S.S.S. at Tls. 8.00, Horseman and Gun at Tls. 7.45 and Blue Round Phoenix at Tls. 6.85.

White Shirtings.—Prices have ruled irregular during the week under review and auction values have been barely steady.

Business is reported in: Large Red Dog at Tls. 11.90. Small Red Dog at Tls. 10.50, Vase at Tls. 9.75, Man and Boat at Tls. 8.75 and Red Dog at Tls. 8.70.

Grey Jeans.—We have no private sales to record—auction values weak.

Dyed and Fancy Cottons.—Our market continues dull and prices at the auctions have been weak all round owing to the absence of any real demand.

Cotton.—Our market is rather steadier. Quotations for old season are nominally Tungchow at Tls. 29.00 to Tls. 28.50; Shanghai at Tls. 25.00 to Tls. 24.50. Best No. 1 Shensi at Tls. 30.50. The new season's forward business has been done in Tungchow at Tls. 27.00 to Tls. 26.75, October to December delivery, Shanghai is quoted at Tls. 24.00 to Tls. 23.50.

Weather has continued quite satisfactory during the week and an abundant crop is almost assured.

Local Yarn.—Clearances to the Szechuen market are still hampered owing to the continued trouble in that Province.

Our market generally is steadier and we have to report the following sales.

14s. 300 Bales no chop mentioned Tls. 146.00. 16s. 500 Bales no chop mentioned at Tls. 153.00 and 2,000 Bales Watermoon at Tls. 159.00 to Tls. 158.00. 20s. 2.00 Bales Watermoon at Tls. 170.00 to Tls. 169.00.

Indian Yarn.—No sales have been reported.

Mail Notice

MAILS CLOSE
For U.S., Canada and Europe:
Per T.K.K. s.s. Shinyo Maru Sept. 9
For Europe
Per P. and O. s.s. Jeypore Sept. 6
For Japan
The N.Y.K. s.s. Kasuga Maru Sept. 8

MAILS DUE
From U.S. and Canada
Per C.P.O.S. s.s. E. of Japan Sept. 5
From Europe
Per P. & O. Diwara Sept.
From Japan
Per N.Y.K. s.s. Yamashiro M. Sept. 5

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.
38 Kiangse Road, Shanghai.

BRITAIN TURNS TO SEASIDE FOR SUMMER REST

Royalty, However, Returns To Balmoral For Revival Of House Parties

MANY GOING TO FRANCE

Americans Much Less Numerous Than In Previous Seasons In England

London, July 24.—Just as 'Arry, 'Arriet and the "nipper" will leave their old room at Whitechapel, 'Arry having loaded his coster fruit barrow with household goods, and trek for South End or New Forest or some other sylvan retreat next month, the King and Queen and the royal household metaphorically will lay off their crowns and hie themselves to Balmoral.

They have invited their friends to a house party of the most informal nature during this sacred British siesta time—August. During the war the royal family parties in the Highlands were impossible, and since the war have proved equally so because of the large number of ceremonial engagements. Hence, the royal secretaries have compiled a big list of the men and women whom the elders and youngers of the royal family are anxious to take off for the holiday.

It is uncertain yet whether Prince Henry and the Duke of York will stay out the Balmoral holiday, because both these youngsters are rapidly following the example of the Prince of Wales in "breaking home ties." It is reported that one or both may be seen this season at one or another of the gay French seaside resorts.

Incidentally the seaside is the thing this year. British society en masse has engaged reservations at Deauville and Trouville. One society reporter asserted this morning that "next month Deauville will be the center for social Europe." Society already has deserted London. The court's final brilliant garden party at Buckingham Palace Thursday was the feature of the closing season in town.

With the excess profits tax remaining at sixty percent society finds it cheaper to withstand the individual assaults of the French bonifaces and their serried battalions of servants than to keep up country houses with what that implies in the way of entertainment. Furthermore, this is the first season since the seaside resorts were demobilised. Even last year the shore fronts were occupied with debris of war and casinos were unrepaired and had not been refurnished.

This year, however, there is no such omission either in those exclusive resorts across the Channel or the more popular ones on this side. Every cot and corner of the east, south and west coast is booked solid. Every busman, dustman, cleric and clerk is headed seaward despite 50 percent increase in railroad fares, threat of which has stirred an outpour of wrath from every penny paper upon the head of Sir Eric Geddes. The fact is people are going to the seaside without the railroads. Motor char-a-bancs, sprouting like mush-rooms, constitute a new problem of law and order. More than one hundred arrived at Brighton last Sunday, some coming from as far away as Yorkshire.

The result is a storm of protest from the usual users of the road, as the huge machines take up most of the space and tear the top surface. But more serious still is the complaint that the usual peaceful Sundays of Surrey villages are no longer possible, one vicar writing indignantly to the Times that just as the bells were ringing for Sunday evening services a char-a-banc crowd passed drinking beer from huge stone jars. Women hailed him familiarly, chanting anything but the evensong to which he was summoning his parishioners.

With this outpouring from town London is in normal years overrun with American tourists, but strange to state the American tourist has not yet materialised in London. The hotels are crowded, but with British tourists, business men and American buyers and commercial travellers.

No more do the familiar strings of the New England school ma'am trail Cook's man through Whitehall, Trafalgar Square, Westminster and the National Gallery. But the artificial ice business has had a tremendous boom. It was traced to a demand for this commodity from all the fashionable places, where everything from champagne to gin eased transatlantic throats parched by more than weather. The school ma'am may have been unable to meet the tripled steamship fares, but the British bonifaces are not worrying. They have now a species of transatlantic guests that doesn't worry about shillings the way school ma'ams did. But the number of visitors is not so large as of yore, and the fact remains that within the next ten days London will approach the state of "Slumberland."

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report dated September 4:

China Cotton.—While the volume of business consummated has been negligible yet a certain firmness pervaded the market during the greater part of the past week brought about by sellers generally showing no keenness to conciliate their figures with those at which buyers were ready to contract for. However towards the close our market assumed more of a weakish aspect with an easier tendency. Local Mills, in adhering to a waiting policy, are confidently anticipating further declines which may or may not materialise according as the general demand which will eventuate sooner or later may prove to be of a more or less intensive nature. Tone of the market, weak.

From telegraphic advices from our New York house to hand on the 2nd instant, the U. S. condition report of the Bureau of Crop Estimates is 67.5 indicating a crop of 12,800,000 Bales exclusive of Linters.

Liverpool:

Egyptian Cotton, F. G. F. Sakellaridis	69.00
Price of Fine M. C. Bengal.	9.20
Price of Good Middling	21.66
Price of Good Middling last reported	24.50

Tone of market, quiet.

New York Market:

Price of Mid-American Spot	31.75
October	26.95
December	24.50
January	24.30

Market, weak.

Indian Market:

per Candy

Broach, New Crop	Rs. 453

Market, firm.

Amusements

NEW HELEN THEATRE
Haining Road
PROGRAMME
FOR
Sunday, 5th September
MATINEE & EVENING.
The Most Enthralling and Entertaining
Serial
"THE MYSTERY OF 13"
1st, 2nd, 3rd and 4th Episodes.
8 Parts.
Featuring Francis Ford and Rosemary Theby.
TWO FAMOUS STARS.
Crammed full of Thrills and Sensation
Monday Programme.
"ELMO THE MIGHTY"
5th, 6th, 7th and 8th Episodes.
8 Parts.

ST. GEORGE'S
OPEN AIR CINEMA
No. 217 Bubbling Well Road
Sunday, 5th September
Absolutely First Run of a brand-new Picture! !
Samuel Goldwyn presents
The Screen Favorite of Millions
MAE MARSH in
one of the screen's strongest love stories
"THE BELOVED TRAITOR"
From the Famous Novel by
FRANK L. PACKARD.
It's a story of the good girl who whipped the vampire.

Towa Cinema
No. 4 Woochang Road
PROGRAMME
for
September 5th
1. COMEDY 1 part
2. IMPERIAL CELEBRATION
In Tokyo, 1 Part
3. "The Hand of Vengeance"
Last Episodes
INTERVAL
4. JAPANESE DRAMA
"YUREI HANNOJO"
In 4 Parts

AMUSEMENTS

LYCEUM THEATRE
FAREWELL SEASON
DANIEL T. FRAWLEY
AND
HIS ENTIRE COMPANY
Commencing Friday, September 10th

Friday, 10th. "THREE WISE FOOLS"	Wednesday, 15th. "THE THIRTEENTH CHAIR"
Saturday, 11th. "LIGHTNIN'"	Thursday, 16th. "TURN TO THE RIGHT"
Monday, 13th. "THE BRAT"	Friday, 17th. "PAID IN FULL"
Tuesday, 14th. "POLLY WITH A PAST"	Saturday, 18th. "MAN WHO CAME BACK"

BOX PLANS OPEN AT MOUTRIE'S
Monday, 6th Sept. *Prices As Usual*
31880

OLYMPIC THEATRE
SHOWING
Tonight and Matinee Today
Marguerite Clark
in
"Bab's Matinee Idol"
One of the famous "SUB-DEB" Stories by MARY ROBERTS RINEHART:
Scenario by MARGARET TURNBULL:
Directed by J. SEARLE DAWLEY

"WONDERFUL!"
was the opinion of all who heard
Miss E. Tumakoff
Programmes for the Week
TONIGHT: 1st, "Lift thine eyes"
2nd, "Song" . . . . . *Tchaikowsky*
REQUESTS WILL ALSO BE RENDERED
DEL MONTE CAFE
formerly
The Alhambra
452 Siccawei Road
R. L. ELLIS
Manager
Phone, West 115

The Trocadero
14 Astor Road
Cool • Clean • Comfortable
"Cool" doesn't express it—it's the *Coolest* Café in town. Good things to eat and drink.
Yours for Service,
Phone: North 1664 *"JACK RAYNES"*

AMUSEMENTS

VICTORIA THEATRE
SHOWING
SEPTEMBER 5th
SESSUE HAYAKAWA
in
"THE SECRET GAME"
Can you imagine your best Girl a Spy?
What would you do?
Give her up? Forgive and Forget?
This is one of the interesting problems raised and answered in the
"SECRET GAME"
MATINEE TO-DAY at 3:15
"THE SECRET GAME"
and
"THE RED GLOVE"

AT THE **ISIS THEATRE**
Commencing to-morrow night
September 6th, 7th, 8th & 9th.
and on
Vitagraph Presents
WILLIAM DUNCAN
with
EDITH JOHNSON
in
"THE MAN OF MIGHT"
A wonderful, dramatic, melodramatic serial of thrills and spills, incident and accident, in 15 episodes, 30 parts.
It's Different!!! *You will say so!!!*
Episode 1: "THE RIVEN FLAG"
Episode 2: "THE LEAP THROUGH SPACE"
Episode 3: "THE CREEPING DEATH"
also showing
RUTH ROLAND
The Screen's Most Magnetic Star in
"THE ADVENTURES OF RUTH"
THE FINAL EPISODE
"The Key of Victoria"
Come and join Ruth in securing the Key to success and happiness!
Tonight, The Last night
BLACK AND WHITE
Vaudeville Co. Consisting of
Miss DOROTHY BRIGHT
Australia's Premie Violinist
VARDEL BROTHERS
Featuring The Wooden Chute Dive
LOUISIANA TRIO
In American Negro Songs
NORMA TALMADGE

in
"THE SAFETY CURTAIN"
Six Parts strong drama!!!
Tremendous Scenes!!!
MATINEE Today at 3 p.m.
"THE ADVENTURES OF RUTH"
Episodes Thirteen and Fourteen
Black and White Vaudeville Co.

AT THE **APOLLO**
Monday, Tuesday and Wednesday
September 6th, 7th and 8th
Pathe Orient Distributors presents
"THE VELVED-EYED LADY OF THE SCREEN"
VIRGINIA PEARSON
Supported by an eminent cast of photoplayers in an absorbing story of love and intrigue
"BLAZING LOVE"
A highly dramatic and true to life story.
It is a remarkable tense Film play.
The title alone tells the story.

Thursday, Friday, Saturday and Sunday,
September 9th, 10th, 11th and 12th
Samuel Goldwyn presents
"THE WILL-O'-THE WISP GIRL"
"THE GIRL WITH A THOUSAND FACES"
"THE WHIM GIRL OF THE FILMS"
"THE NEW ELLEN TERRY"
"EVERY GIRL YOU HAVE NEVER MET"
MISS
MAE MARSH
in
One of the Screen's Strongest Love Stories
"THE BELOVED TRAITOR"
A DELIGHTIFUL SCREEN VERSION OF
FRANK L. PACKARDS
NOVEL OF THE SAME NAME.
"THE STORY OF GOOD GIRL WHO WHIPPED A VAMPIRE"
"EMOTIONAL DRAMA OF A GIRL AND THE MAN WHO FORGOT"
"THE VICTORY OF INNOCENCE"
If you miss seeing this newest Mae Marsh's photoplay you will regret it.
Her emotonal acting in this picture will be a great treat

MATINEE TODAY AT 3 p.m.
BLANCHE SWEET
in
"FIGHTING CRESSY"
BY BRET HARTE
A Six-Part Drama of strong emotion; as breezy as the prairie—as sweet as the wild rose, full of the beauty and chivalry of the rugged west.
TONIGHT, at 9.15 P.M.
The Vivacious, Pretty, Little Star, Bewitching in beauty, appealing in charm:
JUNE CAPRICE
—IN—
"In Walked Mary"
A Drama in five parts from the play "Liza Ann" (*by Oliver D. Bailey*).
THE ROMANCE THAT STEPS INTO YOUR HEART.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Captain Davy, will leave on Sunday, September 5, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kianghsin, Capt. J. R. Milligan, will leave on Monday, Sept. 6, at midnight. For Frieght or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Captain Beer, will leave from the French Bund on Monday, Sept. 6, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Steamer Wosang, 1,783 Tons, Captain Forrster, will sail for the above-mentioned ports from Hunt's Wharf on Monday, Sept. 6, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 3,925 Tons, Captain Findelson, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, September 7, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Tatung, Capt. C. C. Williams, will leave from the French Bund on Tuesday, Sept. 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Chongking, Captain G. D. S. Mills, will leave on Wednesday, Sept. 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Thursday, Sept. 9, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Woodgett, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, Sept. 9, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Friday, September 10, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Friday, September 10, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Saturday, Sept. 11, at 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Walshing, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, September 11 at about midnight. For Freight or Passage, apply to JARDINE MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

For Southern Ports

HONGKONG.—The R.M.S. s.s. E. of Japan, of the The Canadian Pacific Ocean Services, Ltd., will be dispatched from Woosung on Sunday, September 5. The tender Alexandra will leave the Customs Jetty with passengers and mail at 5 p.m. on the sailing day. For Passage, apply to G. M. Jackson, Palace Hotel Building, 19a Bund, Tel. C. 132. For Freight, apply to N. Lees Smith, Corner of Peking and Yuen Ming Yuen Roads, Tel. Central 181.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, September 6, at 4:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, Sept. 7, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday morning, Sept. 7. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW.—The Str. Haean, Capt. T. H. Wallace, will leave on Tuesday morning, September 7. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Suiyang, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Tuesday, September 7, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No.

AMOY, HONGKONG, CANTON.—The China Navigation Co.'s Str. Sinkiang, Capt. C. W. Puckett will leave from the French Bund on Thursday, Sept. 9, at 8 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tean, Captain Wm. McDonald, will leave from the French Bund on Saturday, Sept. 11, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TSINGTAO.—The China Navigation Co.'s Steamer Tean, Capt. Wm McDonald will leave from the Watung Wharf on Sunday, September 5, at 6 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Fengtien Captain McIntosh, will leave from the French Bund on Sunday, Sept. 5, at 6 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO.—The Kailan Mining Administration, will despatch the s.s. Kaiping, on Sept. 3, 1920. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 1114.

CHEFOO & TIENTSIN.—The Str. Hsinming, Capt. Mackinnon, will leave on Tuesday morning, Sept. 7. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN Direct.—The Str. Hsinfung, Capt. W. S. Ross, will leave on Tuesday, September 7, at 7. For Freight or passage apply to C.M.S.N. Co.

NEWCHWANG.—The Str. Toonan, Capt. Sorensen, will leave on Tuesday morning, Sept. 7. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Harris, will leave from the French Bund on Tuesday, September, 7, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401

NEWCHWANG.—The China Navigation Co.'s Steamer Kwangse, Captain W. J. Horkus, will leave on Wednesday, Sept. 8, at daylight For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain E. L. Jones, will leave from the French Bund on Thursday, Sept. 9, at 8. a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tie No. 77 Passage Tel. No 401.

TSINGTAO.—The China Navigation Co.'s Steamer Yingchow, Captain A. V. Harrison, will leave from the Watung Wharf on Saturday, Sept. 11, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. A. Walker, will leave from the French Bund on Saturday, Sept. 11, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

VLADIVOSTOK DIRECT.—The s.s. Shin Yue, Captain Puchert, will be despatched from Shanghai on or about 14th September. For freight and passage, apply to L. V. LANG, No. 3 French Bund. (Telphone Nos: Central 4702 & 3059).

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sep. 6	—	Vancouver	Grace Dollar	Br.	Dollar Co.
Sep. 7	—	New York via Suez	Birmingham City	Br.	B. & S.
Sep. 9	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
Sep. 10	—	San Francisco	Bravecouer	Am.	S. & Dix
Sep. 11	—	Seattle	West Ison	Am.	S. & Dix
Sep. 11	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co
Sep. 14	—	San Francisco	Tancred	Am.	Dollar Co.
Sep. 15	—	Boston, New York	C. of Dunkirk	Br.	B. & S.
Sep. 15	—	New York via P'ma	Chipchung	Am.	S. & Dix
Sep. 15	—	Seattle, etc.	†Fushimi Mar	Jap.	N.Y.K.
Sep. 18	—	New York	Calcutta Maru	Jap.	N. Y. K.
Sep. 20	—	Seattle	West Himrod	Am.	S. & Dix
Sep. 20	—	Seattle	Deuel	Am.	S. & Dix
Sep. 21	—	Portland, Or.	West Nivaria	Am.	C. P. Co.
Sep. 25	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Sep. 26	—	New York	Ajax	Br.	B. & S.
Oct. 3	—	San Francisco	†Korea Maru	Jap.	T. K. K.
Oct. 6	—	Seattle	West Jena	Am.	S. & Dix
Oct. 10	—	Seattle	Endicott	Am.	Adl. Line
Oct. 9	—	Seattle, etc.	†Katori Maru	Jap.	N. Y. K.
Oct. 14	—	San Francisco	West Hepburn	Am.	Dollar Co.
Oct. 15	—	Vancouver	Melville Dollar	Br.	Dollar Co.
Oct. 15	—	San Francisco	Siberia Maru	Jap.	T.K.K.
Oct. 18	—	San Francisco	West Harts	Am.	Dollar Co.
Oct. 25	—	Vancouver	Harold Dollar	Br.	Dollar Co.
Oct. 31	—	San Francisco	Tenyo Maru	Jap.	T.K.K.
Nov. 7	—	Seattle	W. of Montana	Am.	Adl. Line

FOR JAPAN PORTS

Sep. 7	—	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
Sep. 8	—	Moji, Kobe, Osaka	Yamashiro Maru	Jap.	N. Y. K.
Sep. 11	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Sep. 12	—	N'saki, and Kobe	Kumano Maru	Jap.	N.Y.K.
Sep. 13	—	Kobe	Mishima Maru	Jap.	N.Y.K.
Sep. 14	—	N'saki, K., Y'hama	Wakanoura Maru	Jap.	N.Y.K.
Sep. 15	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Sep. 17	—	N'saki, K., Y'hama	Kokura Maru	Jap.	N.Y.K.
Sep. 18	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

Sep. 5	—	London, etc.	Kaga Maru	Jap.	N. Y. K.
Sep. 6	—	Liverpool, etc.	Cyclops	Br.	B. & S.
Sep. 7	—	London, etc.	†Jeypore	Br.	M. M. & Co.
Sep. 9	—	Hamburg, etc.	Hakata Maru	Jap.	N. Y. K.
Sep. 10	—	Marseilles, etc.	†Andre Lebon	Fr.	M. M. Cie.
Sep. 10	—	Rotterdam, etc.	Easterling	Am.	Adl. Line
Sep. 11	—	Bombay etc.	†Dilwara	Br.	M. M. & Co.
Sep. 13	—	Liverpool, etc.	West Mahomet	Am.	Adl. Line
Sep. 15	—	London, etc.	Kansas	Br.	J. M. & Co.
Sep. 15	—	London, etc.	†Khiva	Br.	M. M. & Co.
Sep. 16	—	London, etc.	Yokohama M.	Jap.	N.Y.K.
Sep. 16	—	London, etc.	Mentor	Br.	B. & S.
Sep. 25	—	Liverpool, etc.	Tottori Maru	Jap.	N.Y.K.
Sep. 26	—	Trieste, etc.	†Hungaria	Jap.	D. & Co.
Sep. ..	—	A'dam & Hamburg	Baaran	Dut.	H.C.T. Co.
Oct. 1	—	Liverpool, etc.	Titan	Br.	B. & S.
Oct. 2	—	London, etc.	†Nankin	Br.	M. M. & Co.
Oct. 2	—	Liverpool, etc.	Keemun	Br.	B. & S.
Oct. 7	—	Liverpool, etc.	Eurypylus	Br.	B. & S.
Oct. 8	—	Bombay, etc.	†Dunera	Br.	M. M. Co
Oct. 10	—	Hamburg, etc.	Nagato Maru	Jap.	N.Y.K.
Oct. 14	—	London, etc.	Peleus	Br.	B. & S.
Oct. 16	—	London, etc	†Kashgar	Br.	M. M. & Co.
Oct. 21	—	Antwerp, etc.	Teiresias	Br.	B. & S.
Oct. 28	—	Liverpool, etc.	Telamon	Br.	B. & S.
Oct. 30	—	Trieste, etc.	Africa	Ital.	Dod. & Co.
Nov. 4	—	Hamburg, etc.	Idomeneus	Br.	B. & S.
Nov. 4	—	Hamburg, etc.	Helenus	Br.	B. & S.
Nov. 18	—	Antwerp, etc.	Elpenor	Br.	B. & S.

FOR SOUTHERN PORTS

Sep. 5	D.L.	S. H'kong, C'ton	Chenan	Br.	B. & S.
Sep. 5	D.L.	Hongkong, Canton	Liangchow	Br.	B. & S.
Sep. 5	—	Hongkong	E. of Japan	Br.	C.P.O.S.
Sep. 6	4.30	Ningpo	Hsin Ningshao	Chi	N.S.S.N. Co.
Sep. 6	4.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep. 7	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep. 7	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Sep. 7	D.L.	Hongkong & Canton	Suiyang	Br.	B. & S.
Sep. 7	D.L.	S. H'kong, C'ton	Tungshing	Br.	J. M. & Co.
Sep. 7	—	Wenchow	Haean	Chi.	C.M.S.N. Co.
Sep. 9	8.00*	A. H'kong, C'ton	Sinkiang	Br.	B. & S.
Sep. 10	—	Hongkong, Manila	Iconium	Am.	Adl. Line
Sep. 10	—	Manila & Hongkong	E. of Asia	Br.	C.P.O.S.
Sep. 15	—	Hongkong	China	Am.	C.M.S.N. Co.
Sep. 18	—	Manila & Hongkong	Colombia	Am.	P.M.S.S. Co.
Sep. 19	—	Hongkong	Katori Maru	Jap.	N.Y.K.
Sep. 26	—	Hongkong, Manila	Cross Keys	Am.	A. Line
Sep. 30	—	Hongkong	Siberia Maru	Jap.	T. K. K.

FOR NORTHERN PORTS

Sep. 5	6.00*	Tsingtao	Tean	Br.	B. & S.
Sep. 5	6.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Sep. 5	8.00	Tsingtao & Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Sep. 6	—	Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 6	D.L.	Tsingtao	Hopsang	Br.	J. M. & Co.
Sep. 7	3.00	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Sep. 7	—	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Sep. 7	—	Tientsin	Hsinfung	Chi.	C.M.S.N. Co
Sep. 7	—	Newchwang	Toonan	Chi.	C.M.S.N. Co
Sep. 8	D.L.	Newchwang	Kwangse	Br.	B. & S.
Sep. 9	8.00*	W'wei, C'foo, T'tsin	Chekiang	Br.	B. & S.
Sep. 10	8.30*	Tsingtao & Dairen	Kobe Maru	Jap.	S. M. R. Co.
Sep. 14	—	Vladivostok	Shinyue	Chi.	L. V. Lang

FOR RIVER PORTS

Sep. 5	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Sep. 6	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 6	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Sep. 6	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Sep. 7	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co
Sep. 7	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Sep. 7	D.L.	Wuhu	Hoihow	Br.	B. & S.
Sep. 8	—	Wuhu	Kwongsang	Br.	J. M. & Co.
Sep. 8	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sep. 8	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Sep. 9	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep. 9	M.N.	Hankow, etc.	Luenho	Br.	J.M. & Co.
Sep. 9	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Sep. 10	M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
Sep. 10	M.N.	Hankow, etc.	Luenyt	Br.	B. & S.
Sep. 11	M.N.	Hankow, etc.	Walshing	Br.	J. M. & Co.
Sep. 11	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Sep. 12	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Sep. 13	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co
Sep. 13	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

S. S. "MATTAWA"

will leave SHANGHAI on or about September 17th.

For Manila and Singapore

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S.S. "SHENGKING" ..... sails September 6th, midnight.
S.S. "TATUNG" ..... sails September 7th, midnight.
S.S. "CHUNGKING" ..... sails September 8th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "TUNGCHOW" ..... sails September 7th, 3 p.m.
S.S. "CHEKIANG" ..... sails September 9th, 8 a.m.
S.S. "SHUNTIEN" ..... sails September 11th, 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SUIYANG" ..... sails September 7th, direct.
S.S. "SINKIANG" ..... (via Amoy) September 9th.
S.S. "TEAN" ..... (via Swatow) September 11th.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "YINGCHOW" ..... sails September 11th.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

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Passengers: Central No. 401.
Freight: Central No. 77.

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Agents,
French Bund.

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Dominion Express Travellers Cheques Sold

SAILINGS

To Vancouver	To Manila-Hongkong
Emp. of Japan Sept. 17	†Emp. of Japan Sept. 5
Emp. of Asia Sept. 25	*Emp. of Asia Sept. 10
Emp. of Russia Oct. 23	†Monteagle Oct. 6
Monteagle Oct. 30	*Emp. of Russia Oct. 8
	*Via Manila
	†To Hongkong Direct

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For the season of 1921, in order to properly take care of the requirements of our passengers travelling from the Orient to Europe, we will hold in our Oriental offices an allotment of cabins on our Atlantic steamers. After 1921 sailing dates have been determined, we will be in a position to allot this accommodation.

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S.S. ICONIUM	SEPT. 10
S.S. ELDRIDGE	OCT. 24
S.S. EDMORE	NOV. 21
S.S. CITY OF SPOKANE	NOV. 28

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S.S. "CROSS KEYS" SEPT. 26

FOR DAIREN AND SEATTLE

S.S. ENDICOTT	OCT. 10
S.S. WHEATLAND OF MONTANA	NOV. 7

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S.S. Encador ... Sept. 11	S.S. Colombia ... Sept. 18
S.S. Colombia ... Oct. 9	S.S. Venezuela ... Oct. 16
S.S. Venezuela .. Nov. 6	S.S. Ecuador ... Nov. 13

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For Manila and Hongkong
S.S. ARCHER ..... about ..... Oct. 6
For Japan Ports and San Francisco
S.S. WEST INSKIP ..... about ..... Sept. 3
For Tientsin, Dairen, Japan Ports and San Francisco
S.S. WEST CADDOA .... about ..... Sept. 7

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S.S. EASTERN IMPORTER about ..... Sept. 22

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SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU	Sept. 9
KOREA MARU	Oct. 3
SIBERIA MARU	Oct. 15
TENYO MARU	Oct. 31

FOR HONGKONG

SIBERIA MARU	Sept. 30

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S.S. "AFRICA" about October 30
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SUBJECT TO CHANGE

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via Japan and Honolulu

S.S. "CHINA" (10,200 tons)	Sept. 27
S.S. "NANKING" (15,000 tons)	Nov. 4
S.S. "NILE" (14,000 tons)	Nov. 9

FOR HONGKONG DIRECT

S.S. "CHINA"	Sept. 15
S.S. "NANKING"	Oct. 21
S.S. "NILE"	Oct. 28

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

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GENERAL SHIPPING NEWS

N.Y.K.

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(Subject to Alteration)

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	Tons		
YOKOHAMA MARU	12,500	Capt. T. Hori,	Sept. 16
TAMBA MARU	12,500	Capt. S. Natsuyama,	Sept. 27

EUROPEAN LINE CARGO SERVICE.

HAKATA MARU ...	12,500	Capt. B. Tenda,	Sept. 16
NAGATO MARU ...	12,000	Capt. K. Kurihara,	Oct. 10

For Marseilles and Liverpool via ports:—
For London, Rotterdam, and Hamburg via ports:—

HAKATA MARU ...	12,500	Capt. B. Tsuda,	Sept. 9
TOTTORI MARU	12,000	Capt. M. Taniguchi,	Sept. 25

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—

FUSHIMI MARU ...	21,000	Capt. K. Itsuno,	Sept. 15
KATORI MARU	19,000	Capt. K. Yoshikawa,	Oct. 9

NEW YORK VIA PANAMA.

CALCUTTA MARU	10,000	Capt. G. Matsushita,	Sept. 16

FOR YOKOHAMA (Via Nagasaki, Moji and Kobe).

KASUGA MARU	7,000	Capt. S. Iriye,	Sept. 7
WAKANOURA MARU	5,000	Capt. J. Fujisawa,	Sept. 14
KOKURA MARU	5,500	Capt. S. Ito,	Sept. 17

FOR KOBE

MISHIMA MARU ...	16,000	Capt. K. Okamoto,	Sept. 13

FOR NAKASAKI AND KOBE

KUMANO MARU ...	9,500	Capt. K. Inatsu,	Sept. 12

FOR SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

YAMASHIRO MARU	7,000	Capt. S. Takano,	Sept. 8
YAWATA MARU	7,000	Capt. T. Shinohara,	Sept. 11
OMI MARU	7,000	Capt. S. Kishimoto,	Sept. 15
CHIKUGO MARU	5,500	Capt. K. Hayashi,	Sept. 18

FOR HONGKONG.

KATORI MARU ...	19,000	Capt. K. Itsuno,	Sept. 15

FOR MANILA AND HONGKONG.

KASHIMA MARU ..	19,000	Capt. K. Stouno,	Jan. 8, 1921

AUSTRALIAN LINE (Sailing From Hongkong).

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TANGO MARU	14,000	Capt. S. Nishimura,	Sept. 22
NIKKO MARU	10,000	Capt. J. Kusano,	Oct. 20
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 17

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

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S.S. "WEST MAHOMET" Sept. 13 | S.S. "EASTERN ADMIRAL" Nov.

FOR LONDON - ANTWERP - ROTTERDAM
S.S. "EASTERLING" ....Sept. 10 | S.S. "EASTERN PLANET" Oct. 1
S.S. "EASTERN CLOUD" Nov. 10

FOR BOSTON AND NEW YORK
S.S. "CAPE MAY" ..... Sept. 8 | S.S. "ELDENA" .....Oct. —
S.S. "CITY OF JOLIET" ..Nov. —

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STRUTHERS & DIXON
INCORPORATED
Pacific representatives and operators
Green Star Line
TRANS-PACIFIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
		S.S. Brave Couer*	Sep. 10
S.S. Brave Couer*	Sep. 5	West Ison†	Sept. 11
S.S. West Jena†	Sept. 24	West Himrod†	Sept. 20
		S.S. Deuel†	Sep. 20
		S.S. West Jena†	Oct. 6

*San Francisco †Seattle

ATLANTIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
S.S. Chipchung	Sep. 10	S.S. Eastern Crown†	Sep. 2
		S.S. Chipchung*	Sep. 15

†Via Suez Canal *Via Panama Canal

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.
C. S. HOLMES, Asst. General Manager.

SHANGHAI OFFICE
7 Jinkee Road Tel. Cent. 2557
J. S. EMENS, Agent.

Telegrams "DIRECTRUTH"

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
I C	Aug. 14	Albany	Am. cruiser
B.N.B.		Bee	Br. gun-boat
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
Y.P.D.W.	June 25	Cricket	Br. gun-boat
U.S.N.B.	July 6	Desaix	Fr. cruiser
O.D.W.	June 25	Mantis	Br. gun-boat
Pchow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
Pchow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
S P	Sep. 1	Quiros	Am. gun-boat
I C	May 23	Samar	Am. gun-boat
B IX 1.57	Aug. 6	Suma	Jap. cruiser
E. S. W.	July 27	Sumida	Jap. gunboat
K.N.D.	Aug. 22	Villalobos	Am. gunboat

P. & O., British India, Apcar & E. & A. S.S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "JEYPORE"	September 7th
S.S. "KHIVA"	September 21st
S.S. "NANKIN"	October 2nd
S.S. "KASHGAR"	October 16th
S.S. "ALIPORE"	October 26th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA"	September 9th
S.S. "DUNERA"	October 8th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TANDA"	September 23rd
S.S. "GREGORY APCAR"	October 10th
S.S. "TORILLA"	October 11th

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	September 25th
S.S. "ST. ALBANS"	October 4th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 169
Passage: Central 2510
Freight: Central 2669

S.S. "WEST NIVARIA"
8,800 tons D. W. Capacity. Oil burner. U.S.S.B. boat
Sailing from Shanghai, Sept. 21st

CHINA PACIFIC CO.

Agents for

Columbia Pacific Shipping Co.
and
Sudden and Christenson
Cargo Service between
PORTLAND, OREGON
and
SHANGHAI, TSINGTAO, TIENTSIN and DAIREN

Through bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, General Agent
Telephone C. 463
6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

	Tons	Capt.	Arrive	Leave.
*ALPS MARU	15,000	T. Schikawa,	Sept. 4	Sept. 6

FOR NEW YORK via PANAMA, Japan ports, San Francisco, and Panama.

*HAGUE MARU ...	15,000	K. Kitano,	Oct. 27	Oct. 29

FOR NORTH AMERICA (Tacoma, Victoria and Seattle) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

ALABAMA MARU ..	18,000	T. Yamaguchi,	Sept. 16	Sept. 18

FOR HONGKONG.

ARABIA MARU....	18,000	T. Saito,	Sept. 15	Sept. 16

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KOHOKU MARU	5,000	T. Akazawa,	Sept. 15	Sept. 17

FOR SOUTH CHINA PORTS and FORMOSA (Keelung and Takao)

KOHOKU MARU	5,000	T. Akazawa,	Sept. 3	Sept. 4

Those steamers markeds have no passenger accommodation.

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
Tel. Nos. C. 4283, 4284 and 4288. Union Building, 4 The Bund.
O.S.K. Yangtzepoo Wharf, Wayside. Tel. Nos. East 208, 209 & 212
Tel. Address: SHOSEN, Shanghai.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ships Name	Flag	Agents
Dec. 6	— Chinwangtao	Indigirka	Rus.	R.V.F.
Mar. 19	— Japan	Kiyo Maru	Jap.	Kaiyosha
Mar. 22	—	Chienan	Chi.	W. & Co
May 12	— Japan	Naotetsu Maru	Jap.	
May 30	— Japan	Tosa Maru 10	Jap	
June 24	— Foochow	Rotorua	Br.	N.S.S.N. Co
July 4	— Chinwangtao	Haedan		
July 18	—	Yoro Maru	Jap.	M. S. K.
July 19	—	Friesland	Dut.	
July 27	—	Anlan	Chi.	A.P. Co.
Aug. 3	— Ichang, etc.	Loongmow	Br.	B. & S.
Aug. 6	— Manila	Imaly	Am.	S. & Dix.
Aug. 8	—	Admiralsins	Am.	A. Line
Aug. 18	— Hankow, etc.	Changwo	Br.	J. M. & Co.
Aug. 18	— Tientsin	Kaitsu Maru	Jap.	Ch. R. Shaw
Aug. 20	—	Chinchong	Chi.	T.Y.S.S. Co.
Aug. 20	— Hongkong	Senchou	Chi.	S.P.S.N. Co
Aug. 21	— Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co
Aug. 21	—	W. Cheswald	Am.	Adl. Line
Aug. 23	— Chinwangtao	Upolu	Br.	K.M.A.
Aug. 25	— Chinwangtao	Shunchong	Chi.	N.S.S.N. Co
Aug. 28	— Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Aug. 28	— Cruise	Pingching	Chi.	Customs
Aug. 29	— Liverpool	Achilles	Br.	B. & S.
Aug. 30	—	West Hika	Am.	Adl. Line
Aug. 30	— Hankow, etc.	Tatsu Maru	Jap.	N.K.K.
Aug. 30	— Japan	Cyclops	Br.	B. & S.
Aug. 31	— Hongkong	Liangchow	Br.	B. & S.
Aug. 31	— Hankow, etc.	Suiyang Maru	Jap.	N.K.K.
Aug. 31	— London, etc.	Glenavy	Br.	G. L. E. A.
Sep. 1	— Japan	Ryusho Maru	Jap.	M.B.K.
Sep. 2	— Seattle, etc.	Benoni	Am.	Adl Line
Sep. 2	— Japan	Hanasaki M.	Jap.	
Sep. 2	— Hankow, etc.	Chihli	Br.	B. & S.
Sep. 2	— Hankow, etc.	Hwahlee	Chi.	S.P.S.N. Co.
Sep. 2	— Japan	Senkai Maru	Jap.	M.B.K.
Sep. 3	— Chinwangtao	Kaiping	Br.	K.M.A.
Sep. 3	— Japan	Kaga Maru	Jap.	M.B.K.
Sep. 3	— Foochow	Hwahkuei	Chi.	S.P.S.N. Co.
Sep. 3	— Dairen	Kohoku Maru	Jap.	O. S. K.
Sep. 3	— Chinwangtao	Passat	Chi.	S.P.S.N. Co.
Sep. 3	— Foochow	Henrik	Nor.	N.S.S.N. Co.
Sep. 3	—	Durango	Br.	
Sep. 3	— Tientsin, etc.	Hsinming	Chi.	C.M.S.N. Co.
Sep. 3	— Hankow, etc.	Woosung	Br.	B. & S.
Sep. 3	— Hankow, etc.	Kiangtoo	Chi.	C.M.S.N. Co.
Sep. 3	— Japan	Kaga Maru	Jap.	N.Y.K.
Sep. 3	— Hongkong	West Himrod	Am.	S. & Dix
Sep. 4	— Dairen	Sakaki Maru	Jap.	S.M.R. Co
Sep. 4	— Japan	Kasuga Maru	Jap.	N. Y. K.
Sep. 4	— Pukow	Suiyang	Br.	B. & S.
Sep. 4	— Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 4	— Hankow, etc.	Shengking	Br.	B. & S.
Sep. 4	— Hankow, etc.	Woosang	Br.	J.M. & Co.
Sep. 4	— Hankow	Paling Maru	Jap.	N.K.K.

Departures

Date	From	Ships Name	Flag	Agents
Sep. 4	— Hankow, etc.	Ngankin	Br.	B. & S.
Sep. 4	— Hankow, etc.	Tuckwo	Br.	J.M. & Co.
Sep. 4	— Hankow, etc.	Yohyang Maru	Jap.	N.K.K.

Arrivals

Date	From	Ships Name	Flag	Agents
Sep. 3	— Hongkong	West Himrod	Am.	S. & Dix.
Sep. 4	— Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Sep. 4	— Japan	Kasuga Maru	Jap.	N.Y.K.
Sep. 4	— Pukow	Suiyang	Br.	B. & S.
Sep. 4	— Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 4	— Hankow, etc.	Shengking	Br.	B. & S.
Sep. 4	— Hankow, etc.	Wosang	Br.	J.M. & Co.
Sep. 4	— Hankow	Paling Maru	Jap.	N. K. K.

Information For Mariners

SUNDAY, SEPTEMBER 5, 1920

High Water at Woosung Bar
(The evening tides are higher than the morning tides, they are about equal at noon and midnight).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time	Range	P.M. Time	Range
4h. 10m.	6ft. 10in.	4h. 35m.	7ft. 3in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	M	P.M. H	M
3	8	3	34

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
10 52 p.m.	0 1 p.m.	5h. 39m.	6h. 17m.	4h. 54m.	7h. 2m.

Mean Barometric Pressure at Shanghai
For September 19.90in.
759.6mm.

MACKENZIE & CO., LTD'S S. S "LOONG MOW"

Lieut.-Commander S. Hall, R.N.R. (Captain).

The "Loong Mow" is a new steamer expressly constructed for the run between Ichang and Chungking and is fitted with every modern convenience for passengers. She has large, airy, state bedrooms, electric light and fans throughout.

Regular connection will be maintained with Messrs. Butterfield and Swire's steamers at Ichang during the season.

Through tickets may be booked from Shanghai to Chungking.

For Freight and/or Passage apply to:—

BUTTERFIELD & SWIRE
Telephone Central Nos. 77 and 401.

Shipping Items

The P. and O. s.s. Nankin, from London on July 23, was expected to leave Singapore for Hongkong and Shanghai on Friday.

The Adl. Line s.s. Eldena left Honolulu for Yokohama on Friday, August 27.

The Adl. Line s.s. Edmore left Kobe for Seattle on Saturday, August 28.

The I-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei, and Shanghai on Thursday.

The I-C. s.s. Tungshing is expected to arrive in Shanghai from Tsingtau today.

The Adl. Line s.s. Elkton left Yokohama for San Francisco on Monday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The S.M.R. s.s. Sakaki Maru arrived in Shanghai from Dairen and Tsingtau yesterday morning and will sail for same ports at 3 o'clock this afternoon. The tender with passengers and mails will leave the Customs jetty at 2 p.m.

The N.Y.K. s.s. Yamashiro Maru was expected to leave Moji for Shanghai on Friday and is due to arrive at the N.Y.K. Wharf today.

The M.M. s.s. Armand Behic, with the French mails of August 4, left Saigon on Thursday and is expected to arrive in Shanghai on Wednesday, September 8.

The C.P.O.S. s.s. Empress of Japan is due at Woosung from Vancouver and ports early this morning and the tender with inward bound passengers and mails is expected to arrive at the Customs jetty at 9.30 o'clock. The Empress sails for Hongkong direct tonight and the outgoing passenger tender will leave at 5 o'clock this evening.

The Adl. Line s.s. Firthcliff left Singapore for Rottnest Island on Tuesday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.M. s.s. Toonah left Chefoo for Shanghai on Thursday.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Hongkong direct tomorrow.

The I-C. s.s. Kwongsang is expected to arrive in Shanghai from Hongkong and Swatow tomorrow.

The B.I. s.s. Gregory Apcar left Calcutta for Rangoon, Straits, Hongkong and Shanghai Monday morning, and is expected to arrive in port on September 23.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Poyang will leave Hankow fr Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Kwangtah left Hongkong for Shanghai on Thursday.

The C.M. s.s. Tungwah left Tientsin for Shanghai yesterday.

The I-C. s.s. Yusang is expected to arrive in Shanghai from Tientsin and Chefoo next Wednesday.

B. I. s.s. Tanda from Calcutta left Hongkong at 6 a.m. Friday and is expected to arrive in Shanghai tomorrow morning.

The Adl. Line s.s. Mercer left Dairen for Cardiff on Thursday.

The Adl. Line s.s. Coaxet left Yokohama for Portland on Thursday.

The I-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The I-C. s.s. Waishing will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong for Shanghai on Tuesday.

The K.M.A. s.s. Miyo Maru (chartered) left Chinwangtao for Wuhu on Friday.

The K.M.A. s.s. Kiangping (chartered) left Chinwangtao for Shanghai on Friday.

The N.Y.K. s.s. Yawata Maru is expected to leave Moji for Shanghai tomorrow and is due to arrive at the N.Y.K. Wharf on Wednesday.

The Adl. Line s.s. Wheatland of Montana arrived at San Francisco from Yokohama on Wednesday, September 1.

Tre Adl. Line s.s. Eldridge arrived at Seattle from Yokohama on September 1.

The Adl. Line s.s. West Mahomet arrived at Kobe from New York on September 1.

The Adl. Line s.s. Endicott left Seattle for Yokohma on September 1.

The Adl. Line s.s. Cape May left Miike for Dairen on September 1.

The Adl. Line s.s. City of Spokane left Kobe for Yokohama on September 1.

The Adl. Line s.s. Montague left Kobe for Manila on September 1.

The P. and O. s.s. Khiva will leave Kobe for Shanghai on Tuesday, September 14, and is expected to sail from this port for London and ports on September 21.

The P. and O. s.s. Dilwara, with 1,388 bales of yarn and 700 bales of cotton from Bombay on August 16, left Hongkong at noon on Wednesday and is taking shelter at Amoy owing to bad weather.

The M.M. s.s. Meinam will leave Hongkong this evening and may be expected to arrive in Shanghai next Friday morning.

Launch Services

TODAY

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 2 p.m.

The tender Alexandra conveying passengers and mails on board the C.P.O.S. s.s. Empress of Japan will leave the Customs Jetty at 5 p.m.

Thursday, September 9, 1920

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

Vessels Due

Armand Behic, *Marseilles*	Sep.	8
Brave Couer, *S. Francisco*	Sep.	5
Chihli, *Hankow*	Sep.	13
Choysang, *Hongkong*	Sep.	6
Chungking, *Hankow*	Sep.	6
Ecador, *Hongkong*	Sep.	11
E. of Asia, *Vancouver*	Sep.	10
E. of Japan, *Vancouver*	Sep.	5
Fengtien, *Tientsin*	Sep.	12
Hwahta, *Hankow*	Sep.	10
Kiangtoo, *Hankow*	Sep.	13
Kiangwah, *Hankow*	Sep.	7
Kiangyu, *Hankow*	Sep.	11
Kiangyung, *Hankow*	Sep.	8
Kumano Maru, *Japan*	Sep.	9
Kutwo, *Hankow*	Sep.	11
Kwangtah, *Hongkong*	Sep.	6
Kwongsang, *Hongkong*	Sep.	6
Loongwo, *Hankow*	Sep.	5
Luenho, *Hankow*	Sep.	8
Luenyi, *Hankow*	Sep.	9
Omi Maru, *Japan*	Sep.	12
Poyang, *Hankow*	Sep.	8
Ngankin, *Hankow*	Sep.	12
Sakaki Maru, *Dairen*	Sep.	13
Shinyo Maru, *Hongkong*	Sep.	6
Shuntien, *Tientsin*	Sep.	8
Singkiang, *Hongkong*	Sep.	6
Sunning, *Hongkong*	Sep.	13
Suiwo *Hankow*	Sep.	9
Szechuen, *Hongkong*	Sep.	11
Tatung, *Hankow*	Sep.	5
Tanda, *Calcutta*	Sep.	6
Tean, *Tsingtao*	Sep.	9
Tuckwo, *Hankow*	Sep.	12
Tungchow, *Tientsin*	Sep.	6
Tungshing, *Tsingtao*	Sep.	5
Tungwah, *Tientsin*	Sep.	7
Waishing, *Hankow*	Sep.	10
Wakanoura M., *Japan*	Sep.	11
Wuchang, *Hankow*	Sep.	10
Yamashiro Maru, *Japan*	Sep.	6
Yawata Maru, *Japan*	Sep.	8
Yingchow, *Hongkong*	Sep.	9

Sailed from Shanghai

For San Francisco		
Salina	Aug.	5
Shabonee	Aug.	14
Venezuela	Aug.	15
West Niger	Aug.	15
Tenyo Maru	Aug.	15
Nanking	Aug.	26
Nile	Aug.	31
Tamaha	Sept.	3
For Seattle		
Eldridge	Aug.	9
Kashima Maru	Aug.	24
For Tacoma		
Africa Maru	Sept.	1
For Portland, Or.		
West Keats	Aug.	26
Waban	Aug.	26
For Baltimore		
Greenland	Aug.	14
For Vancouver		
Monteagle	Aug.	21
Empress of Russia	Aug.	28
For New York		
Lisbon Maru	Aug.	4
M. S. Dollar	Aug.	15
For London etc.		
Atsuta Maru	Aug.	6
Glentara	Aug.	9
Oanfa	Aug.	12
Lahore	Aug.	13
Kalyan	Aug.	16
West Campgaw	Aug.	17
Prometheus	Aug.	18
Plassy	Aug.	22
Shidzuoka Maru	Aug.	22
Glenamoy	Aug.	23
Protesilaus	Aug.	27
For Liverpool		
Alcinous	Aug.	15
Polyphemus	Aug.	19
Kanagawa Maru	Aug.	20
Bellerophon	Aug.	21
For Hamburg		
Durban Maru	Aug.	10
For Copenhagen		
Saucon	Aug.	14
For Marseilles		
Amazone	Aug.	17
For Trieste		
Pilsna	Aug.	5
Innsbruck	Aug.	31
For Calcutta		
Poleric	Aug.	1
Takada	Aug.	3
For Port Said		
West Hesseltine	Aug.	25
For Bombay		
Duners	Aug.	10
For Java		
Tjilwong	Aug.	7
Tjikini	Aug.	15

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

AUCTION INDEX

Tuesday, September 7th.—A Very fine Motor Boat, capable of steaming 20 miles an hour. Suitable for picnics. At Nanking Road Jetty at 12.15

Tuesday, September 7th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

Tuesday, September 7th.—112 Chests Keenum Black tea, damaged, in back Salesroom at 2.30 p.m.

Monday, September 13th.—At 34 Burkill Road the whole of the valuable collection of old Chinese Curios, Panels, Scrolls, etc., belonging to the late H. E. Shen Tun Ho.

Saturday, September 25th.—A valuable collection of Postage Stamps in Upper Salesroom at 2.30 p.m.

FOR SALE

Complete office furniture, including Waltz safe 5½ feet x 2 feet 8 inches, Remington Standard typewriter No. 10, one Emerson fan. All used seven months.

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31913

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TINNED BUTTER

HAZEL WOOD BRAND

Finest American Butter in one and two pounds full weight tins

Per case of 24 2 lb. tins. $49.00

Per case of 48 1 lb. tins. 51.00

Geddes & Co., Limited.

IMPORTERS

5 Peking Road Tel. 346

Business and Official Notices are Continued on Page 19

The International Recreation Club

KIANGWAN RACES

68th MEETING

18th September 1920

(Saturday)

First Saddling Bell at 2.00 p.m. Sharp.

ATTENTION TO MEMBERS

ENTRIES for all events close at 7 p.m. on Friday, 10th September, 1920, at the Club House, 126, Bubbling Well Road.

Entry forms may be obtained upon application to the undersigned.

By order,

Y. S. DAY,

Secretary.

Hankow and Ports

The Hoong On S.S. Co.'s Steamer Changon Captain Warild, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday, the 7th Sept., at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage money, Shanghai to Hankow, $36 single and $54 return. For Freight or Passage apply to the office of the Company No. 8B, Yuen Ming Yuen Road. Telephones Freight 1520, Passage 3282.

DID YOU KNOW THAT WE HAVE IN STOCK

Gd. BOURGOGNE MOUSSEUX SPARKLING MACON?

It is shipped by Messrs. Collin and Bourisset and is excellent.

Also Messrs. Heidsieck and Co.'s (Reims)

MONOPOLE CHAMPAGNE

(Red Top)

There is no reason why you should not have the finest wines, spirits, and liqueurs.

We have the best in stock always.

GARNER, QUELCH & CO.

Tel. C. 2021 73, Szechuen Rd.

Monday, September 6th, being Labor Day, the offices of the American Consulate-General will be closed to public business.

EDWIN S. CUNNINGHAM,
American Consul-General
31908

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

31914

British Chamber of Commerce (Shanghai)

LANGUAGE SCHOOL

The Autumn Term begins to-morrow (Monday) when H.B.M. Consul-General (Acting) C. F. Garstin, Esq., will give an Address to the Students at 5.15 p.m. in the Chamber's Board Room. Members Interested are invited to attend.

New Students wishing to enrol are requested to make immediate application to the Secretary.

E. M. GULL,
Secretary.

Shanghai-Nanking Line.

Resumption of Through Express Train Service With the Tientsin-Pukow Line

The public are hereby notified that the Through Express Train Service between Pukow and Tientsin will be resumed on and from the 6th September, 1920.

By Order,

THE TRAFFIC MANAGER.

Shanghai, 3rd September, 1920.

31882

FOR AMERICAN, BRITISH AND CHINESE

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Built for heavy office work as well as travel.

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A Real Searchlight for Every Car

It is designed with scientific accuracy to project an intense, piercing "searchlight" beam.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

SITUATIONS VACANT

EXECUTIVE positions open: There are more high-salared positions than men to fill them. Bookkeepers, stenographers, clerks, etc., you can prepare for promotion by study of I. C. S. Business Management, Secretarial, or Higher Accounting Course. Get out of the rut. Write today—right away. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

CAN anyone recommend a good boy for bachelor? A house-boy will do if he has ever looked after men's clothes. Address to Box 451, THE CHINA PRESS.

31846 S. 5

BRITISH family travelling to Europe would be glad if anyone would recommend a good Japanese or Chinese amah to take charge of two children, aged 1½ years and two months respectively. Apply to Box 483, Care of THE CHINA PRESS.

31896 S. 5

NEWSPAPER can offer occasional work (black and white) to first-class artist designer. Must be able to make humorous drawings from his own ideas or from suggestions given to him. Apply at once, to Box 487, THE CHINA PRESS.

S. 8

WANTED, a competent stenographer by an established American import and export firm. Reply to Box 488, THE CHINA PRESS.

31900 S. 12

EXPORT compradore wanted by newly-established American firm, one with experience and capable of making cash deposit and handling large business. Others need not reply. Address to Box 472, THE CHINA PRESS.

31876 S. 10

PROFESSIONAL

ENGLISH lessons by English gentleman, new easy method. 9 Ezra Road, top flat.

31864 S. 5

FRENCH gentleman, advanced in English, desires to exchange lessons with regard to style and conversation. Apply to Box 484, THE CHINA PRESS.

31897 S. 8

YOUNG foreigner desires to take lessons in French. Address replies, stating terms, to Box 477, THE CHINA PRESS.

31890 S. 5

WANTED, governess or day teacher for two boys, aged nine and seven. Reply, stating terms, to Box 495, THE CHINA PRESS.

31912 S. 8

WANTED, Instruction in water-color painting. Apply to Box 427, THE CHINA PRESS.

31809 S. 4

A Chinese gentleman desires to give lessons in Mandarin to foreign students at their homes or elsewhere. For terms, etc., address Snowhill Tsiang, No. 40 Rue Oen Lan, Small West Gate.

31867 S. 11

WANTED, English lessons, one hour a day, from English or American teacher, by young Chinese student, with object to study abroad. Apply and state terms, to Box 414, THE CHINA PRESS.

31769 S. 8

Amusement Advertising will be found on Page 21

SITUATIONS WANTED

EMPLOYERS: Simplify the "Man Wanted" problem by training your own employes for more responsible positions. We have 287 complete courses of practical training. Encourage employes to study in spare time. Ask us to tell you about our "Employers' Co-operative Plan." Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

WANTED by Chinese accountant, with ten years' experience, all-round knowledge, A.1. testimonials and guarantee for satisfaction. Apply to Box 498, THE CHINA PRESS.

31917 S. 5

ENERGETIC and efficient youth, well-educated, of neat appearance and pleasing address, many years experience in general office work; capable accountant, correspondent, general office assistant, conscientious and reliable worker, good penman, quick and accurate at figures; speaks Chinese fluently—is open for immediate engagement. Apply to Box 499, THE CHINA PRESS.

COMPETENT stenographer desires extra work. Monthly rate or by the hour. Apply to Box 479, THE CHINA PRESS.

31891 S. 7

EXECUTIVE or managerial position wanted. Firms operating in China must utilize experience. Who will buy my eight years' experience? Advertiser has American University education, and filled for some years responsible position as outport manager. Seeks new connection with some enterprising firm offering good future. Apply to Box 465, THE CHINA PRESS.

31870 S. 5

CODE expert, a man with expert knowledge of codes, could revise or compile as the case may be. It will pay you to let him go through your codes. Please apply to Box 469, THE CHINA PRESS.

31873 S. 7

WANTED by an experienced typist, who can type accurately and with full speed; two years' experience. Apply to 1043, Boone Road.

31861 S. 5

YOUNG Russian lady desires position. Experienced in office work and typewriting. Holds excellent recommendation. Apply to Box 457, THE CHINA PRESS.

31856 S. 10

A fast typist (Portuguese), with all-round office experience, seeks position immediately. Salary moderate. First-class references furnished. Apply to Box 467, THE CHINA PRESS.

31871 S. 11

SITUATION wanted by American thoroughly familiar with auto sales and rent service business. No objection to leaving Shanghai. Apply to Box 437, THE CHINA PRESS.

31834 S. 5

IMPORT and export man open to engagement about October 1st. Willing to stay in China or to represent Chinese or foreign firms in America. Apply to Box 438, THE CHINA PRESS.

31834 S. 5

COMPETENT and reliable American girl desires stenographic position. Years of experience. Apply to Box 439, THE CHINA PRESS.

31834 S. 5

CAPABLE and experienced young man desires extra work in any capacity after office hours. Please apply to Box 440, THE CHINA PRESS.

31835 S. 9

COMPETENT Chinese businessman desires to be compradore in a good and reliable foreign firm. Ready to offer title deed or cash security, or shop guarantee and cash advances. Good reference and good business connections in the interior. In reply, please state lines of business and principal terms required. All replies will be treated confidentially. Please address to Box 426, THE CHINA PRESS.

31808 S. 5

APARTMENTS

NICELY furnished rooms with board, verandah and bathroom, near French Park, telephone, etc. Apply to Box 189, THE CHINA PRESS.

M. G.

TO LET with board, 19 Nanzing Road, two large rooms and one small room, with bathroom attached. Well-furnished.

31733 S. 5

APARTMENTS

Connaught House

8 Quinsan Gardens.

Board-Residence

Apply Mrs. G. POLLOCK.

TO LET, with board, from September 15, large well furnished room with verandah, (facing south), and private bathroom. Suitable for married couple or two bachelors. All modern comforts, tennis, garage and stabling. Apply to Box 452, THE CHINA PRESS.

TO LET, two rooms, suitable for bachelors, opposite Race Course, near trams. Good table and telephone. Apply 49 Bubbling Well Road.

31892 S. 9

TO LET, central, furnished room, bathroom, verandah, no board, bachelor only. 9 Ezra Road, top flat.

31886 S. 5

TO LET, one large furnished room with verandah and bathroom attached, hot and cold water. Apply 23 North Szechuen Road. Phone North 2554.

31902 S. 8

TO LET, one furnished room with board. Apply 20 Haskell Road.

31911 S. 8

TO LET, furnished bed and sitting room with verandah. Board optional. 7 Wayside Road.

31909

PRIVATE family will let room and bath in a modern house with telephone and hot water, situated French concession. Reply to Box 474, THE CHINA PRESS.

31885 S. 8

TO LET, three furnished room in private house in own grounds. French concession, full board, telephone, also a place for motor car. Please apply to Box 476, THE CHINA PRESS.

31999 S. 8

FOR RENT, one large furnished room, with private bath, central district, until December. Apply to Box 480, THE CHINA PRESS.

31893 S. 8

LARGE airy room and bath, with board. Centrally located. Apply to Box 478, THE CHINA PRESS.

31738 S. 10

TO LET, for immediate occupation, a large and nicely furnished bedroom, excellent board and attendance. Suitable for married couple or two bachelors. Central location, near Bund. Apply to Box 481, THE CHINA PRESS.

31894 S. 5

TO LET, on Bubbling Well Road, one large furnished room with board, private bathroom and verandah, suitable for two. Apply to Box 356, THE CHINA PRESS.

31627

WANTED by young American married couple, unfurnished apartment of two or three rooms with bath, from October 1st; Hongkew preferred. Apply to Box 416, THE CHINA PRESS.

31859 J. 7

SINGLE room with board, good private bath, gentleman only, American family (West end). Ten minutes by tram from Bund. Vacant eighteenth. Open to inspection. Apply to Box 460, THE CHINA PRESS.

31865 S. 5

TO LET, two nice rooms with board—who wants? Apply to No. 36-37 Chapoo Road.

31878 S. 7

TO LET, from October 1st, a five-roomed furnished house in Wayside district. Furniture must be taken over. Owners leaving for home. Apply to Box 441, THE CHINA PRESS.

31839 S. 5

RECENT transfer has created vacancy in mess located downtown. Replacement wanted. Two others now in mess. Party must be good scout; congenial. American or British. Apply to Box 444, THE CHINA PRESS.

31841 S. 5

TO LET, Haskell Road, well-furnished large attic-room, bathroom with geyser. No board. Apply to Box 449, THE CHINA PRESS.

31845 S. 5

WANTED, bachelor to join comfortable mess in Hongkew. American preferred. Apply to Box 443, THE CHINA PRESS.

31840 S. 5

EXCHANGE AND MART

FOR SALE, 1920 Chevrolet Roadster. Used four months, in perfect condition. Owner going home. Best offer accepted. Apply to Box 459, THE CHINA PRESS.

31863 S. 5

WANTED to buy, second-hand steamer trunk. Give price and description to Box 482, THE CHINA PRESS.

31895 S. 5

FOR SALE, International Savings Society Bond paid up for 32 months. What offer? Owner leaving. Apply to Box 491, THE CHINA PRESS.

31904 S. 5

FOR SALE, 200 piculs of camphor, 2,300 empty oak barrels, one Underwood typewriter, and 1,000 piculs cotton waste. Exceptional opportunity for best offer. Apply to Box 492, THE CHINA PRESS.

31905

WANTED, used Chandler Limousine; must be in good condition, for cash. Apply to Box 489, THE CHINA PRESS.

31901 S. 5

BENTLEY, Western Union and A.B.C. codes. Prices moderate. Taison Co., W1 Museum Road; telephone Central 562.

31766

FOR SALE, one overcoat lined with camel-hair wool. Good condition. Owner leaving for warm climate. Apply to Box 461, THE CHINA PRESS.

31866 S. 5

FOR SALE, one baby's bed and mattress, nearly new, also large mosquito net, all in good condition. Owner leaving China. Apply to Box 462, THE CHINA PRESS.

31866 S. 5

AUTOMOBILES. Various second-hand expected to arrive shortly for sale by import and export firm. Apply to Box 471, THE CHINA PRESS.

31874 S. 4

MOTOR houseboat for sale, almost new. Price very moderate. Please apply to Box 445, THE CHINA PRESS.

31842 S. 5

BONDS wanted. Any description or nationality. Prices must be moderate. Please apply to Box 446, THE CHINA PRESS.

31842 S. 5

FOR SALE, latest model Excelsior motor-cycles with or without side-cars. Arrange for demonstration. American Trading Company, 53 Szechuen Road.

31850

FORD Landaulette for sale, in good running order and condition. Apply ground floor, 51 Szechuen Road.

31815

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.

31323

WANTED to buy from private owners—used autos, four and six cylinder, roadsters, five and 7-passenger touring and limousines. Must be in good condition and at an attractive price for cash. Central Garage Co. Used Car Dept., J. W. Davis, Manager.

31678

FOR SALE, Chevrolet model FB Limousine. Used only ten months. In perfect mechanical condition. Paint good. Two new tires, interior complete with flower vases, cigar-lighter, ash tray, telephone, etc. Price very reasonable. Apply to Box 318, THE CHINA PRESS.

31769

FOR SALE, Six-seater Buick Limousine, six-cylinder, electric light, self-starter. 1918 Model. Recently fitted with three new tyres. In good condition and excellent running order. Price Tls. 1,750. Apply to Box 495, THE CHINA PRESS.

31741 S. 5

FOR SALE, motor harbour launch, 28 feet by 7 feet by 2 feet 6 inches. Well-powered and fitted hull, six months old. Owner buying bigger launch. Apply to Box 395, THE CHINA PRESS.

31720

Classified Advertisements are Continued on Page 19

The American Vulture That Lives on Carrion, Is Immune Against All Disease Germs and Is Believed to Have Been Instrumental in Spreading the Bubonic Plague.

Fighting The Vulture in the War Upon The Plague

Science Makes Many Interesting Discoveries About the Germ-Carrying Powers of the Horrible Turkey Buzzard and Their Connection with the Threatened Outbreaks of Bubonic Plague

By Dr. W. H. Ballou.

THE Public Health Service at Washington has sent out the alarming news that bubonic plague, the deadliest epidemic disease of the East, has made its appearance at New Orleans, Galveston and Pensacola.

The officials make these outbreaks an occasion for calling upon the whole country to war upon the rat, which is known to be the greatest disseminator of plague, and upon all other vermin, in order to prevent the spreading of this and other diseases throughout the country.

The American public are asked to exterminate all kinds of vermin and noxious animals—rats, mice, fleas, flies, mosquitoes, bedbugs, lice, snails, etc.—with more energy than ever before, in order that we may not suffer disastrous outbreaks of the dread epidemic diseases.

At the same time a novel agent in the spreading of bubonic plague has been unmasked. This is the ill-smelling, repulsive but generally considered useful turkey buzzard of the South, the American vulture, the most active known devourer of carrion and dead things.

Plague has been raging in Mexico, together with civil war, and the horrible buzzards have been battening on the bodies of the slain. There is reason to fear that the occurrence of plague and other dreaded diseases in the South may be due to this cause, and men with guns have been energetically shooting down the buzzards along the frontier.

There is now a strong demand that all buzzards shall be exterminated in this country. Hitherto these birds have been regarded with apparent reason as useful scavengers and have been legally protected. Some opposition to their destruction may therefore be expected in certain regions.

In Texas, California, New Mexico, Arizona, United States soldiers, rangers and home guards and armed citizens are destroying turkey buzzards by the thousands. Scientists, puzzled by the spread of tropical diseases north of the Rio Grande, found, after exhaustive investigations, that the carriers of the disease germs in many cases were turkey buzzards. These foul birds, it seems, settled in vast flocks on the corpses of Mexicans killed in sanguinary conflicts, as well as on the horses, burros and pack mules killed, ate the remains and then winged northward to unload the germs on peaceful Americans.

Buzzards swarm as far north as New Jersey, and the Biological Survey of that State is considering methods of exterminating them. These fearful creatures fly for thousands of miles, scouring the land for offal, and can easily travel from Mexico to New Jersey.

The process by which the buzzard conveys plague germs from one man or animal to another is not yet entirely clear. It is supposed, however, that rats pick up the creature's infected leavings and that the rat flea comes into action a second time in carrying the disease to man. Other insects may also be concerned.

Turkey buzzards are pure scavengers. They eat only carrion, such as dead domestic animals and dead fish thrown from nets. Any dead animal matter is naturally infested with disease germs. The vulture, having gorged itself with putrid matter, rises to a great height, and then soars over a vast territory, spying out other dying or dead animals on which to descend. Everywhere he spreads the disease germs and, in fact, may prove our most deadly of all carriers, and the solution of the mysterious sudden appearance of contagious and infectious diseases at widely remote points, leading to epidemics. Scientists declare that the vulture must go, and that States which have so long favored the pest and made it a criminal offense to kill one will have to slaughter the birds generally, and thereafter bury or otherwise dispose of the animal remains on which they have lived.

The turkey buzzards rise in the air vertically, often to a height of six miles, from which lofty altitude they not only detect dying or dead animals at long distances, but can see any signals from their fellows indicating the discovery of a carcass. Few birds have greater soaring ability, and it is characteristic for them to remain seemingly in the air on a fixed post for hours. The large, strong claws and horn bills are especially adapted to seizing and tearing flesh. The heads and necks are bare so that they may be thrust deeply into carcasses and pull out the entrails.

One of the most puzzling features of the vulture is its ability to eat putrid matter and enjoy complete immunity from all diseases. There is no other known scavenger that can escape the consequences of eating putrid matter. Examination of this foul bird discloses no possible basis on which to elucidate any fact or found any hypothesis as to its complete immunity from the disease germs it devours on a vast scale. A taxidermist who secured and mounted a half dozen of the birds for a museum, notwithstanding all precautions, contracted a number of deadly diseases by handling them. He remained in a hospital for several years.

Photo by NATIONAL ZOOLOGICAL PARK

All insects and small animals that do not have a positively useful place in the economy of nature, must be regarded as dangerous and possible carriers of disease. It has lately been proved that the common snail and the slug pick up disease germs from human leavings and afterward deposit them on our vegetable food.

The excreta of patients, suffering from disease, is taken on and distributed by flies, fleas, lice, bedbugs and other insect pests. When there is no precaution, excreta are devoured by rats, mice, poultry and particularly snails. The snail, it is known, is one of the most deadly menaces to human and lower animal life. So far every known disease germ has found in the snail an intermediate host. The excreta of a sick person pass into bird or mammal as food. The excreta of the bird or mammal, in turn, pass on to the ground where they are devoured by snails and many noxious insects. Snails are everywhere by the countless millions. Disease germs breed in the snail or encyst on it. The snail thus becomes the breeding ground for innumerable parasites of disease. The worst form of it, perhaps, is the slug, or shell-less snail. Either with shell or without it, the snail or slug is food for every type of mammal, bird, reptile and batrachian, and hence is a dangerous intermediate host for disease germs.

The lower animals, as well as insects, convey the disease germs to man, either as his food or by contact. Undoubtedly the tick is one of the most dangerous of all insect pests, since it extends its bites impartially to man, mammal, bird and reptile, and enclosed in its bite are many disease germs of a deadly character to be thrust down under the skin into the human blood.

The rat is the most dangerous mammal enemy of man, as it suffers from nearly all human diseases and many others as well. In addition the United States Government has shown that rats in this country alone destroy $200,000,000 of property annually.

Medical science has proved that rats are not only subject to plague, but to cancer, leprosy, sleeping sickness and trichinosis. In the late war it was found that they conveyed a dangerous disease to soldiers in the trenches called rat-bite fever. Remember that whenever a rat runs through your house or touches your food it most probably leaves deadly disease germs.

"Bring Out Your Dead!" How They Collected and Buried the Bodies During the Great Plague of London. From an Old Print.

The transmission of plague from rats to human beings comes about through an intermediary—the flea. Rats are responsible for most cases of plague and carry the disease from one locality to another. There is always more or less plague in countries like India and Arabia, and they furnish a constant source of supply. Rats abound in those regions and die of plague in countless numbers.

The rat flea leaves the rat and bites human beings. If the rat which it deserted was a plague rat, then the flea that lived upon it has been infected through sucking its blood. Consequently, when the infected flea bites a human being the germ of plague is injected and the disease follows from two to ten days afterward.

Plague is characterized by high fever, great prostration, hemorrhages and inflammation of the glands. Pneumonia is a frequent complication. The disease begins suddenly with chilliness, headache, marked disturbance of the stomach and a rapid and feeble pulse. Delirium is common and the respirations are hurried. Glandular abscesses appear early in the groin and under the arms. The death rate varies from 25 to 95 per cent.

In countries like China, where vast numbers of people go about with the feet and legs exposed and sleep naked in cellars, the rat flea spreads infection at an enormous rate when plague happens to be prevalent.

Rats have also been accused of conveying typhoid germs from the sewers to our food. How this might come about is quite obvious and should determine us to keep rats away from our food.

Cancer is exceedingly common in rodents. If our laboratory workers ever establish a definite connection between human and rat cancer we should be enormously helped in our fight against this disease, which now baffles nearly all our efforts.

Certain observers have recorded the fact that in plague abscesses develop in the groin in the majority of cases before they appear elsewhere, because the flea infects the legs of his victims, and they have connected this with the known fact that in infantile paralysis in monkeys, induced artificially, the initial paralysis will appear near the site of inoculation practically always. In other words, flea bites of the legs by insects infected with infantile paralysis would seem to account for the paralysis of the legs in most instances of infantile paralysis in children.

In protecting food we are helping to rid ourselves of rats. Garbage and all other waste support them. Produce in provision stores should be protected by wire. Slaughter-house offal should be burned. Houses should be constructed with rat invasion in view. Basement windows should be screened and doors near alleys provided with springs to keep them closed. Rat holes should be closed with a mixture of cement and broken glass. Markets especially should be protected against the entrance of rats.

Corn cribs, barns and granaries must be protected by the liberal use of cement, iron sheeting and galvanized iron netting. Old-fashioned wire cage traps are the best, but if handled with ungloved hands the rats will avoid them, as they are wary of anything smelling of man. Cellar, stable, sewer and ship rats may be killed by sulphur and steam fumigation. When poisons—such as phosphorus, arsenic, strychnin and barium carbonate—are used special precautions must be taken to protect children, chickens and other domestic animals.

It is known positively to American health authorities that if a single rat gets ashore at any of our ports bearing the germs of the bubonic plague the whole country may be swept by the disease. Why? Because the one infected rat would infect other rats, and these in turn their fellows, until every rat in America became a carrier of the plague. The real carrier of the minute spirochaete, or parasite of the bubonic plague, is the flea, with which the fur of rats is alive. These fleas hop from rat to rat, from rat to cat, cow, horse and to man from one of these. The bubonic plague is no respector of persons, and the wealthy and well-groomed man catches it with the same facility as the poor and impoverished man.

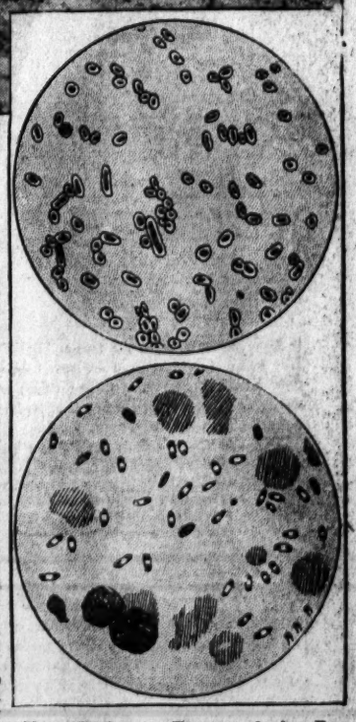
How the rat is destroyed by the diseases it contracts was astonishingly illustrated in Australia during the war. Australia being isolated from the world by the war, and no transport ships being available, its vast grain fields soon filled all of its ware and storage houses with wheat. It became essential to bag ensuing crops so that in time millions of bags of wheat were piled high on its wharves and in its fields and convenient areas.

Rats, naturally, under such stimulus, increased by the thousand and left all other foods alone to devour wheat. The news spread throughout ratdom and rats from all over the continental island came from inland to live on the idle luxury of wheat. Extermination gangs of men seemingly made little impression on the millions of rats, constantly breeding on a vast scale in the midst of luxury. Finally the astonishing happened. The rats developed a plague peculiar to themselves, an internal fungus plague, I judge from the description. With human intelligence the rats began fleeing from their own plague. Thousands, millions of them, fled the coast, making inland.

The mortality of rats soon became frightful. They could not escape mortal disaster by flight. They dropped dead in their tracks, even those which reached the supposed haven of the far inland. Australia, in consequence, it is believed, is now the most nearly ratless country on earth.

California recently led the State-wide extermination of vermin by use of poison war gases. Other States are now following the example rapidly. A system has been worked out by which poison gases can be forced into holes where the pests abide and breed by tubing, while an operator can safely stand at a distance and not be affected personally. The first trials were made on gophers, which are not only carriers of diseases, but destroy crops to the extent of millions of dollars worth in the West. Having conquered the gopher, attention was next paid to ground moles, which destroy the sod of lawns, etc. Next the poison gas was used on rats hidden under wharves and in vessel holds, cellars, old buildings, etc.

Householders are especially warned against fleas, bedbugs and lice. Mosquitoes should be fought by draining the country and by protective netting. Flies may be readily trapped and slaughtered. Bedbugs must be got at by coating bedsteads with any good exterminator. Fleas proverbially hide in the cracks of floors, between boards, and are not only hard to exterminate, but are carriers of the most fatal diseases. From their hiding places they attach themselves to the bare feet of people who get in and out of bed and wander about the rooms in night clothes. Lice have innumerable ways of reaching the human skin.



Two Different Forms of the Bubonic Plague Germ—the Encapsulated Form and the Rod-Shaped Form.

The warnings from official sources are the most alarming Americans have received for a quarter of a century. By reason of famine and war distress we are in danger of world-wide outbreaks of the great plagues. Of these the bubonic plague is the most fatal. It first appeared in Constantinople about a year ago, next in Argentina, then in Vera Cruz, Mexico. It is travelling fast in the direction of the United States and Europe. The answer is—kill all vermin and kill all vultures.

DEMURE DRESSES

by Lady Duff Gordon

Satin Turban Trimmed With Egyptian Embroidery and Black Lacquered Cherries

Sunshade Hat of Dotted Swiss. The Brim Is Made of Gathered Lace.

Foulard and Embroidered Organdie Compose This Demure Gown.

Taffeta Gown With Draped Blouse. Inset in the Skirt Flounce is a Broad Band of Organdie.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

WINTER is the time for magnificence in dress. Summer is the period of flower-like daintiness. Demure gowns may be seen in either season, but they are particularly useful and appropriate for the hot months.

The prime considerations of Summer attire are coolness and cleanness. Demureness is a quality quite in harmony with these. Demureness, in the general acceptance of the term, means gravity, soberness, decorousness. Demure attire is the opposite of saucy or coquettish apparel.

A simple muslin gown, with blue ribbons or no ribbons, may unite all these qualities and add the important one of suitableness. The simplest of white gowns, if well made, are attractive in Summer against Nature's background of blue sky, green trees and vari-colored blossoms.

The small, lower middle figure provides the best illustration of the demure dress. It is of foulard over a slip of embroidered organdie. The slip appears with decorative effect as a front panel. The skirt is attached to the bodice by many full, panier-like folds. Observe that the only attempt at trimming is in the peeps afforded at neck and sleeves and in the narrow opening at the front of the embroidered organdie. A Panama hat has a rolling, upturned brim outlined by a fold of plaid silk ribbon. The ribbon drapery ends in a drooping bow on the lower left side.

The lower right-hand figure shows a taffeta gown with draped blouse. Into the drapery of the double skirt is inset a broad band of organdie. The hat, with tilted brim pointed at front, is built of organdie and has a band of taffeta about the brim and another about the crown. Silk flowers form clusters at the side of the narrow organdie girdle and at the back of the hat.

Demure is the sunshade hat of dotted swiss. The broad, curving brim is finished with a gathered lace flounce. About the crown is loosely fastened a picot edged silk scarf.

A demure tailored hat is the satin turban embroidered with Egyptian motives and trimmed with black lacquered cherries drooping from the side.

Strong, Virile Woman Is Difficult To Dress

BY ANNE RITTENHOUSE
(*New York Sun*)

"One type of woman who is difficult to dress is rarely pleased with herself. She is strong, virile, highly colored, large in frame. She should be happy. She is not, when it comes to clothes.

Other types are the overly stout woman, the exceedingly thin, wrinkled type and the large structured Anglo-Saxon type.

Each of these women has a dangerous problem in clothes from the cradle to the grave. It is something she never quite solves. She is distinctly a type. She must dress according to that distinction. She is compelled to mould fashion to her form.

She has her merits and demerits. Neither of these must discourage her. She must learn that her merits should be accentuated in order not to appear as defects; and her demerits must be skilfully concealed as though they were not there.

These are not the women that can walk into a shop and buy a frock. When they do they feel like crowing in triumphant notes. Their way is a devious one. It means the constant treading over a well blazed path in security, for curiosity leads one into temptation, often into failure.

None of these types can buy clothes casually. If they try this experiment they merely waste money, which is deplorable extravagance. It is better to be secure and economical.

THE CREED OF SIMPLICITY

Whistler once said to a friend who had arrived from America: "It is with you in the States, as it is with us in England, that a woman will have a perfect house, then put one terrible thing on the mantel which gives her soul away?"

One might say this of clothes as Whistler said it of art. Any woman may wear any gown and place one hideous thing in the costume that will entirely expose her lack of good taste; and no woman is so easily judged guilty in this act as the large florid type.

Her creed should be elimination, excessive neatness and neutrality.

If she can succeed in making a good appearance through the employment of these conditions the problem of how to dress is solved, and serenity of soul and tranquility of mind is achieved.

Man and certain types of women are scornful, derisive, satiric at the assumption that a woman can change the qualities of mind and spirit through costumery. The world is fully of such scoffers. They are merely ignorant of the reactions of human nature. They blink at a fact. They ignore weakness, or at least weakness in others, while they magnify their own.

It is an old saying of athletes that one should create diversion from one's own weakness by calling attention to the weakness of the opponent. This is a good maxim for every day life as it is lived by every day people. And the fact remains that our outward appearance either soothes or irritates our inward position.

It would be better if the Anglo-Saxons in mass were to face all the essential crudities of human nature with the frankness and forgiveness of the French. The effort of our race is to conceal that which sounds like sin or weakness; by refusing to acknowledge it they hope to eliminate it. Curious doctrine, this, and one that is strongly entrenched in our racial mind.

It is wiser, therefore, that women admit the superiority of costumery and confess without self-conscious shame that it is a serious problem, a continuous one, that it requires all one's resources of energy to solve, and that our sartorial appearance has much to do with our attitude toward the world.

Granting this, ignoring it, the florid woman must surely realise that she has not an easy path in the world as it is hedged with thorns, brambles and thick underbrush.

Her type is one that can be made or married by a single accessory. Earrings may ruin her perfect gown. A red feather in a hat may discount her charm. A tightened waistline may utterly destroy a sweeping line of her figure. A necklace may banish the good effect of a shoulder line.

She must realise that she is provided by nature with the things that other women use art to acquire. The slender pale woman who can put rouge on her face, who can drape her slender neck with pearls, add massive rings to her featherlike fingers, is the one who can dip deeply into the accessories that art has provided for costumery.

The woman whose structure is large, whose curves do not need accentuating, whose hands are massive, whose head is large, whose color is high and continuous, is compelled to keep in her mind from dawn to midnight the fact that she needs all her physical possessions toned down. Whatever accentuates these is impossible.

Her creed is simplicity, and more simplicity. Neatness is her necessity. The elimination of non-essentials is the foundation stone on which the structure is built.

THE STRUGGLE FOR ORDER

History gives an unpleasant glimpse of Queen Elizabeth as a big florid woman who was often dirty. It is a truism that could be applied to many of the big great women whose names echo down the centuries. For personal cleanliness seemed not to be a necessity in those days of superior achievement and the dominance of women. One does not hear savory tales of the cleanliness of Catharine of Russia, Catharine de Medici, or Mary of Scotland. It is far better not to read intimate personal history of men and women until the era of ubiquitous bath tubs if one is distressed by an account of unpleasant personal habits.

All of which is a preamble to the fact that a large florid woman must be clean; this statement does not need accentuation in this particular era, but if neatness is substituted for cleanliness the command becomes more complete.

Interview a woman of this type as to her success in clothes and her answer will be, without faltering, that she struggles continuously for the perfection of order.

She insists that a hair out of place, a shoulder strap slipping down, an unbrushed boot, a hook

(Continued on Page 6)

When It's No Use Pretending

THE PRACTICAL WOMAN AND THE DESERT ISLAND

THE gayest of us have our moments of hollow depression. Sooner or later we all have to give up pretending, even to ourselves, and relapse into unhappy candour.

At no time, if one is a woman, does one feel more acutely miserable than when one faces one's mirror in a clear cold light and marks the first signs of the "going off" of one's charms. I know a very charming and sophisticated woman whose nightmare is that she may one day find herself in the situation beloved by novelists—that is, alone or nearly alone on a desert island. "Just fancy," she wails, "having no comb or looking glass or hairpins and, worst of all, no tammalite. Because, do you realise, that I should actually be grey?" To see her soft brown hair one would suspect her of perverting the truth. But she frankly assures her friends that her hair would be nothing without an occasional timely application of a tonic made of bay rum and pure tammalite. "It brings back all the colour," she affirms, "besides making one's hair beautifully healthy. Why, I was in despair a year or two ago, because my hair was growing grey in streaks. But since I discovered tammalite I haven't the slightest difficulty in keeping my hair its normal shade."

And what a difference beautiful hair makes to any woman! It excuses plainness, it enhances beauty. What man pictures the woman of his dreams with anything but soft, abundant hair? From Rapunzel to Mélissande, there is something romantic about lovely locks. It is deplorable now-a-days to see naturally beautiful hair ruined by neglect, curling irons, harmful shampoos and the like. Many girls, otherwise careful of their good looks think nothing of going to bed without brushing their hair. Without constant brushing the hair can never attain to that glossy "sheeny" look that is so delightful. A good brushing for fifteen minutes night and morning should be included in the discipline of every woman, plain and pretty. A stiffish brush should be used, and it should be always scrupulously clean.

It is not good enough to use just any shampoo when washing the hair. Care should be taken to find the very best one, and then to keep to it. A really excellent idea is to use only stallax granules which are obtainable at all good chemists. A teaspoonful of stallax is sufficient for each shampoo, so a ¼ lb. package will last for a long time.

This very simple shampoo gives splendid results. The delicious foaming lather it makes not only cleanses the hair thoroughly but brings out every atom of its latent color and brightness. The hair dries quickly, and though beautifully soft, it is quite manageable.

When the scalp is inclined to be dry, and the hair brittle, it is a good plan to massage it with olive oil before giving it a stallax shampoo.

There are few things which increase one's self-respect so much as the possession of lovely hair. It is a perpetual joy to oneself and others, and with a little care, one can defy hairpin-scattering winds and even trying, if romantic, situations on an uninhabited island.

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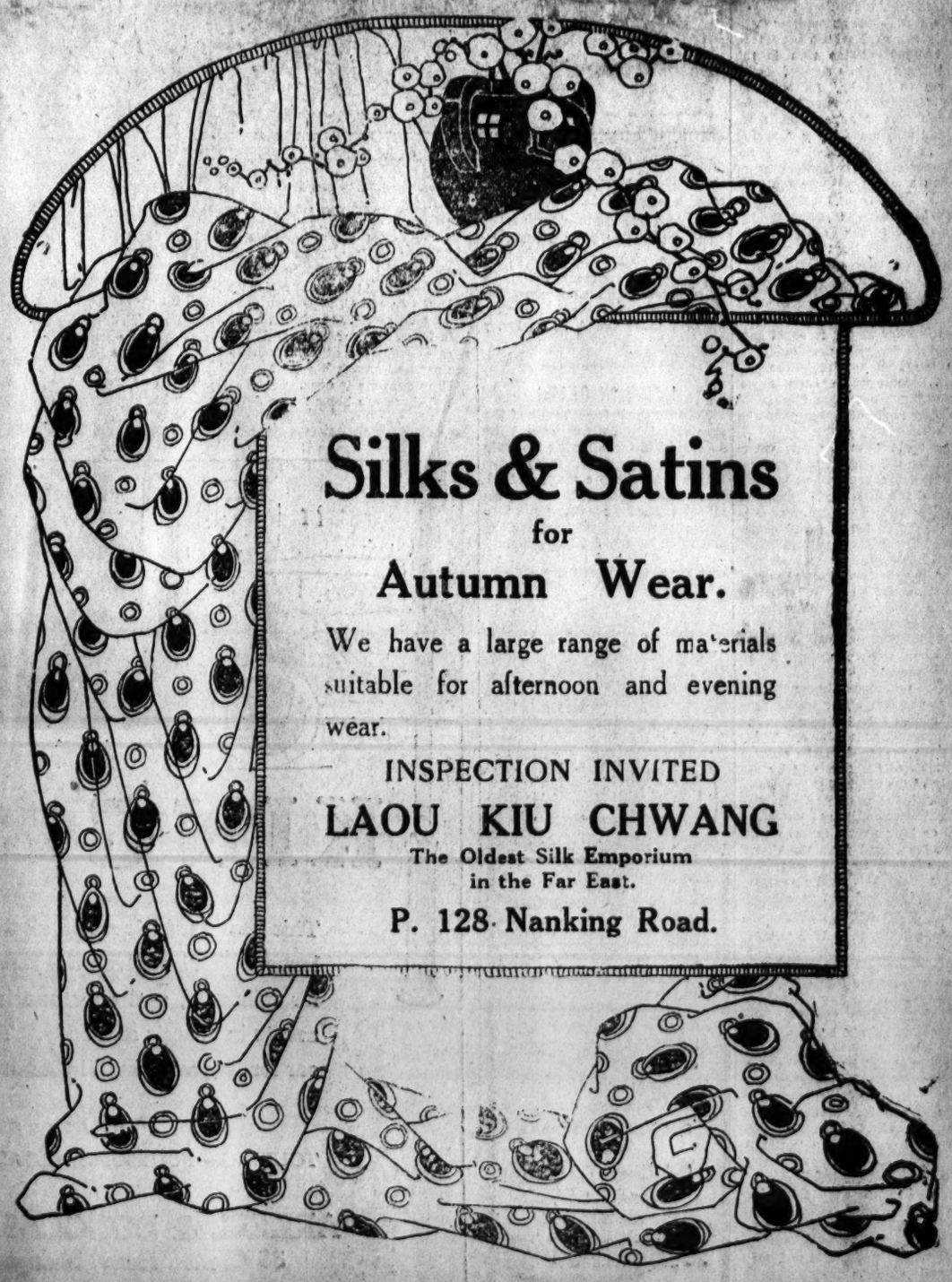

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 5, 1920

PROBLEM OFFERED BY MANIFOLD ONE OF DIFFICULTY

Carburetion Of Sixes Especially Hard And Better Mixture Needed

"There is no single factor in the design of an automobile engine that is of more importance than the intake manifold, and yet, judging by what we see from year to year, it is one of the features which receives the very least attention," said an experienced man on Shanghai's Auto Row yesterday.

"Many builders simply do not bother with it at all, especially some of those who make engines which incorporate the manifold in the cylinder casting, and from an examination of their product, it looks as if they drew up their engines and then allowed for the distribution of the gas through whatever spaces happened to be left over.

"Others who have actually given thought to the subject have gone at it in such a hit-or-miss way as to suggest that it were a guessing contest rather than a matter for careful and scientific planning.

SIX HARD TO CARBURETE

"In years gone by, practically all intake manifolds were outside and in plain view; ample space allowed the designer to make the best job that he could, and as a result the larger percentage of manifolds, especially the simpler four-cylinder ones, were very creditable in every respect. Today with the predominance of the six, in the form of a block casting with the carburetor fastened directly to the intake manifold is all inside; a complete mystery as regards all its details and likely to remain so unless one takes the trouble to saw a casting in half that he may discover its hidden secrets.

"A six is hard enough to carburete properly with a single instrument, even with an outside manifold of the very best possible design, and so, with the limited spaces available when the manifold is made as part of the cylinder casting, the problem of design becomes a very different one indeed.

"The fact that an engine will actually run even with the mixture fully 100 percent too rich is the only thing that has allowed many of them to "get by," for the cure for all irregularities and general ailments has always been more fuel and still more. If a "popping back" in the carburetor were noticed—generally an indication of too lean a mixture—more fuel was supplied even though only one of the cylinders was causing the trouble while the others might already be much too rich.

EDDIES IN THE MANIFOLD

"In making carburetor adjustments of this sort to try to overcome trouble that was really not in the carburetor at all, it often happened that the richest cylinder became too rich to fire before the leanest became rich enough, thereby creating a condition impossible to remedy short of a change in the manifold.

"The real cause for this variation in the quantity of fuel passing into each cylinder is not so much a matter of the distance between the carburetor and the cylinder as it is the velocity of the air and consequent eddies in the manifold pipes.

"Fuel gas is heavier than air, and so when traveling at great speed it is not so easily deflected from its path, and therefore has a strong tendency to travel in a straight line in preference to making a short, sharp bend into a certain cylinder.

"This, unfortunately, produces another problem about which very little is known, and it concerns the eddies mentioned above. These eddies are produced in the corners and angles of the manifold by the velocity of the air, and this velocity varies with the engine speed. The eddies, therefore, may be short waves or long waves (as the velocity varies), and thus the distribution of fuel to the individual cylinder may be good at certain certain speeds and bad at others.

PUZZLE FOR MOTORISTS

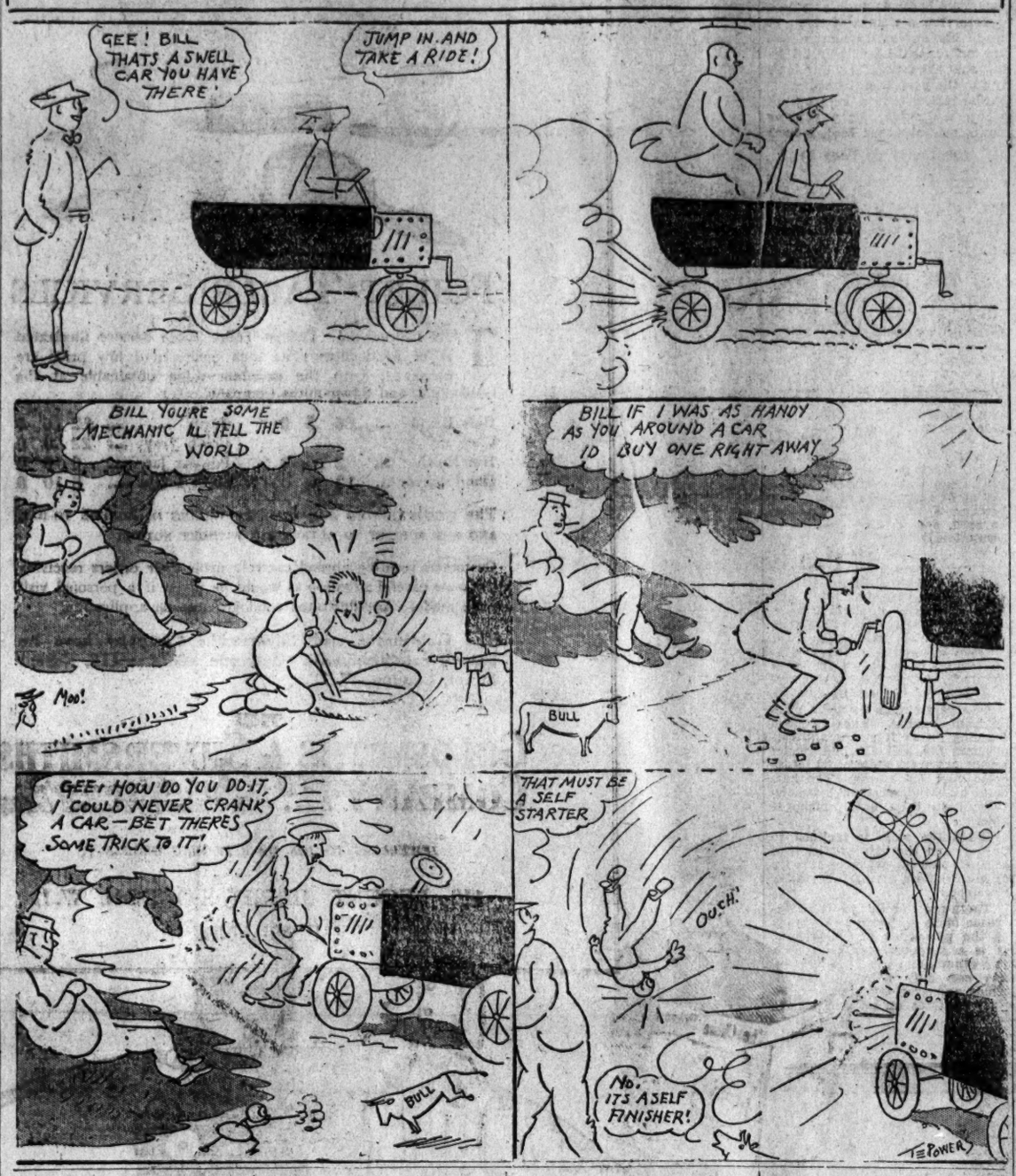
"For instance, in a four-cylinder engine, the eddies may work to produce a mixture for the second and third cylinders that will be too rich at slow speeds and too lean at high speeds, while the first and fourth cylinders will be exactly the opposite.

"Many motorist has been puzzled to know why the spark plug in a certain cylinder of his engine always shows a black soot while the others are entirely free from it; uneven distribution, due to faulty manifold design is, of course, the reason.

"No easy solution to a problem of so many physical and figurative angles will ever be found. It is up to each designer to work out his own salvation by faithful and careful experimenting.

"One possibility, however, of improved performances offers itself even with the present manifolds. We have seen that the destructive eddies have the greatest effect on the heaviest particles of the mixture; in other words, it is the poorly vaporised mixture which is affected the most. If we could be sure of a complete mixture of air and gasoline in the carburetor we could safely count on a more perfect distribution because in such a mixture there would be no heavy particles."

They All Fall For It — By T. E. Powers


GEE! BILL THAT'S A SWELL CAR YOU HAVE THERE
JUMP IN AND TAKE A RIDE!
BILL YOU'RE SOME MECHANIC I'LL TELL THE WORLD
BILL IF I WAS AS HANDY AS YOU AROUND A CAR I'D BUY ONE RIGHT AWAY
MOO!
BULL
GEE! HOW DO YOU DO IT. I COULD NEVER CRANK A CAR—BET THERES SOME TRICK TO IT!
THAT MUST BE A SELF STARTER
OUCH!
NO, IT'S A SELF FINISHER!
BULL
T.E. POWERS

Pests Of The Road

When you stop behind a street car and try to let some women and children pass from the car to the curb without danger, and then some boob in another car slides up behind you and slips past on your right side and tears through the hole between your car and the curb—doesn't it make you want to get out and smash his jaw?

Echo answers it does.

Yet there are honest men driving cars, who think that this is the right thing to do. They seem to forget that they once used the streets for walking purposes.

"Most of this type of drivers think that the streets of the cities are their personal speedways," says John W. Davis of the Central Garage Co. "When they hit someone they always blame the other fellow, and never are at fault. Instead of stopping gradually, they dash up to their destinations with a blaze of glory and sliding tires and stop. They are pests of the first order, and should be eliminated."

NOISE IN GEARS

Noise in the driving bevels of the rear axle is commonly caused by poor adjustment, allowing too little or too much backlash. Bevel gears in use today have a method of adjusting the depth of the mesh, obtained either by moving the whole differential unit sideways or by movement of the driving pinion.

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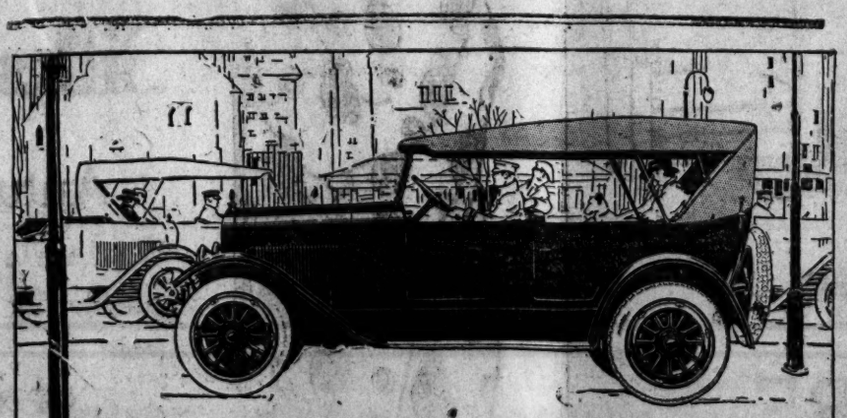

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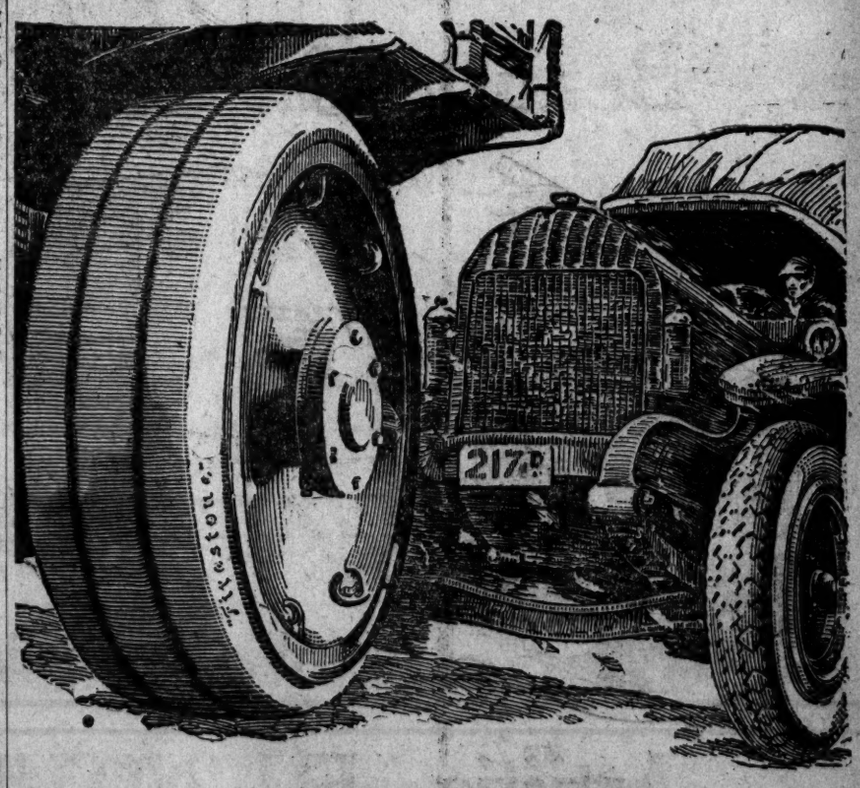

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OVERHEARD ON THE BUND

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Ford

Strong, Virile Woman Is Difficult To Dress

(Continued from Page 3)

and eye that shows, a collar that is rumpled, a belt that is creased, a petticoat and skirt that do not join at the waist, a white corset cover that shows beneath a dark, transparent bodice are sad mistakes on a florid woman who has a large structure.

The thin woman may carry off such faults. The young woman may be able to brave them. The stout woman finds them fatal. The big square woman with high coloring who accentuates each of these defects spoils her appearance.

She is like a square rigged ship. Everything about her must be taut and trim. The moment she becomes careless she looks unseaworthy. Therefore her first struggle and her last one is to be orderly. Probably it is clearer to say that she should feel herself to be under military inspection.

This requires time. No woman is so foolish as to suppose that it can be done by the throwing out of a hand. The effort to be clean has exhausted thousands of woman. It will always exhaust them. The effort to be both clean and orderly in the person as in the house means a battle that is never finished.

WHEN YOUTH IS BRILLIANT

The possession of a large figure, one that has unusual height, even if spare, is a more difficult problem to youth than to middle age. It is the American girl and the young matron who find this possession a stumbling block in the way of the new fashions.

One expects middle age to be matronly in appearance. The woman of fifty has sometimes subdued her desire for gay colorings and for useless furbelows.

Youth, which today means the woman under forty, has not conquered such desires. They sweep through her like a tidal wave. She wants to dress like the women in the pony class. She yearns for rainbow tea gowns, Slavic sport clothes, Poiretesque street frocks. The glow of a Turner sunset and a Maxfield Parrish sea scene are her ideas of right coloring for her costumery. Yet such things are not for her. Self-control must be her watchword. She must look as through a protective grill at the flashing clothes of those who lead the fashions.

This type cannot be run through a shop and come out in a finished mould, because it is too tall, the skin is too red, the arms and neck are not of that clownlike whiteness that seems to be the heritage of the 1920 class. Yet, despite this alleged handicap, she can work out her salvation in a delightful manner.

She may not like the brilliant coloring of her skin, for it is opposed to the Bermuda lily whiteness which fashion insists upon. But she can dress up to the coloring in a way that will put her above the ordinary.

She must persistently realise that her type is one of health. She must never cease to feel value of this fact. She is the rose and not the lily.

Foolish futilities are not for her. She must escape these as though they were deadly germs. She must let her thin white companions buy the straight narrow frock of terra cotta silk with large black figures on it, girdled with a silken cord at the hip.

She cannot wear cretonne sport suits nor tea gowns that are glorified flags, nor dance gowns suggested by Bacchus. She cannot wear skirts to her knees, which has suddenly become the ambition of every youngish woman in America.

France may have led the way to this fashion, but America has eclipsed her. Never in the history of American fashions has such semi-dressing been permitted in the streets and hotels during the day. Skirts fifteen inches from the floor, transparent gray stockings, deep decolletage and five inch sleeves are the accepted commonplace of fashion. Without a struggle, without a protest, with widespread approval the American woman exploits gowns in the crowded street which were once barred from American beaches.

Watch a crowd of women foregathered and see how impossible the healthy, colorful young woman appears when she has attempted the somewhat garish frocks that are the symbol of the era, and see how attractive she is when she carries a gown that is built to give her the Viking look.

THE COLORS FOR STREET

No matter what her age the girl of this type is wise to choose matronly colors for the reason that they give her brilliancy a chance to proclaim itself. In the open public places she will find dark blue, black, gray in several tones and beige of infinite service.

There may be ruffles, there may be girdles and short sleeves, but everything is subdued. She rises above the other young women in an assemblage because of this difference. She seems to say she can wear these ancient draperies with power, as once said the sister of a great French king when the court around her was covered with the silly gewgaws of an artificial ear.

The girl who has been told that she must not cut her skirts short because she has this commanding height and sturdy line of bone and muscle does well to ignore such suggestions. She can wear skirts that are abbreviated according to the prevailing fahion if she possesses legs that are well shaped and in keeping with the rest of her frame. She cannot and must not exaggerate the brevity.

One feels tempted to suggest, in passing, that the woman who has no place in the startling new picture that American society makes, is she who has what was once termed a shapely leg with small ankle and swelling curve. That kind has gone with the hour glass figure. The pride of the chorus has been shelved. The straight small leg is the fashion of the hour. It is especially Parisian. It has swept the long cherished American tradition into the limbo of pre-war beliefs.

Be assured that one is no longer to be convicted of immodesty in discussing this anatomical feature with frankness. The leg now ranks with the arm and neck in the freeness of its exposure.

Black was once taboo for the young, but now it is worn with its string of pearls by any girl who wishes to copy her grandmother's costume. There is no age to black or white. Those who are in mourning do not absorb the colors. Debutantes will order a half dozen black frocks for one season. Here is the difference: the stockings and slippers are gray or beige, not black.

Taupe is another matronly color that is adopted by the brilliantly colored Viking girl. She wears it well. In tulle, with a dripping fringe of autumn leaves and flowers of velvet, with taupe stockings and satin slippers, she makes her bow this coming autumn to society. The prestige of taupe for her type is equalled by copper brown, also carries those streamers of autumn foliage which Paris has taught us to like.

She need not confine these tones to the evening. They go well in street clothes, especially in one piece frocks, although this kind of costume should be kept within the limits of fall and spring if one would dress wisely. Why? Because the frock with its top coat make a bulky costume for the girl who wishes to keep strictly to clean cut lines.

There are top coats of pliable peltry, cut off well above the knees, dropped over a short narrow skirt, that do not increase one's size. As a general rule however, the tailored suit with slight ornamentation is the more striking costume. It has more distinction.

Capes suit her figure. They have something of the Viking air. There is somewhat of the ancient mythological drapery about their swirling folds. The short, slender girl cannot carry off the double cape with its cross bar effect, which is the lattice work of the early eighteenth century, but the large one can be unafraid.

LINES ON A LARGE SURFACE

Another trick that is within the power of this type and is denied the small figure is the subdivision of the long sweep from waist to hem by ornamentation. Nothing can jut out from the large figure, but much can be laid flatly on it. Ten frills, if they are soft, can be placed on the skirt and make little difference to the stature, and bands of openwork and drawnwork can be run about the skirt, making little tracks on the surface without harming the effect.

Garlands of flowers are permissible. Ropes of them can be swung across the skirt or the bodice, although it is not wise to muddle the long free sweep of the torso. Let the skirt carry the burden of applied trimming.

Mediæval severity is her chance to show off the muscular neck. She may imagine that she can wear the high collar, the black stock, the high turnover collar in a sport shirt, but these minor fashions are for an utterly different type. The trick is to expose the neck and leave the large line of the jawbone free from interference.

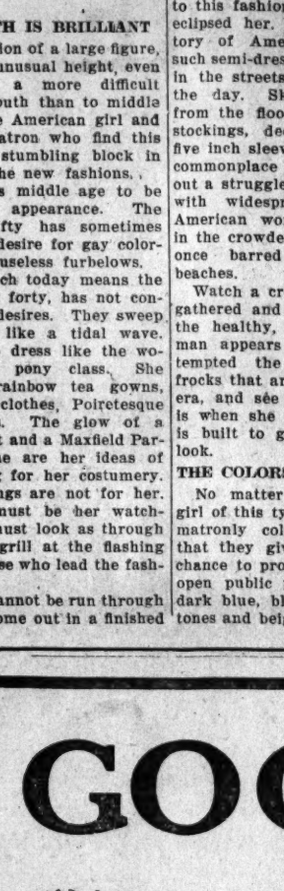
HER HATS AND HAIR

No woman can tell another one what hat to choose. Few women can tell themselves. But of one thing be sure: the big, florid type, young or middleaged, cannot trifle with loose locks and flopping hats. They belong to the thin face and the slim long neck.

The hair should be loosely confined with a net and the hat should have a well defined brim outline, one that has a tendency to turn upward rather than dip downward. Orderly, you see, and neat.

That's the creed.

GOODRICH TIRES



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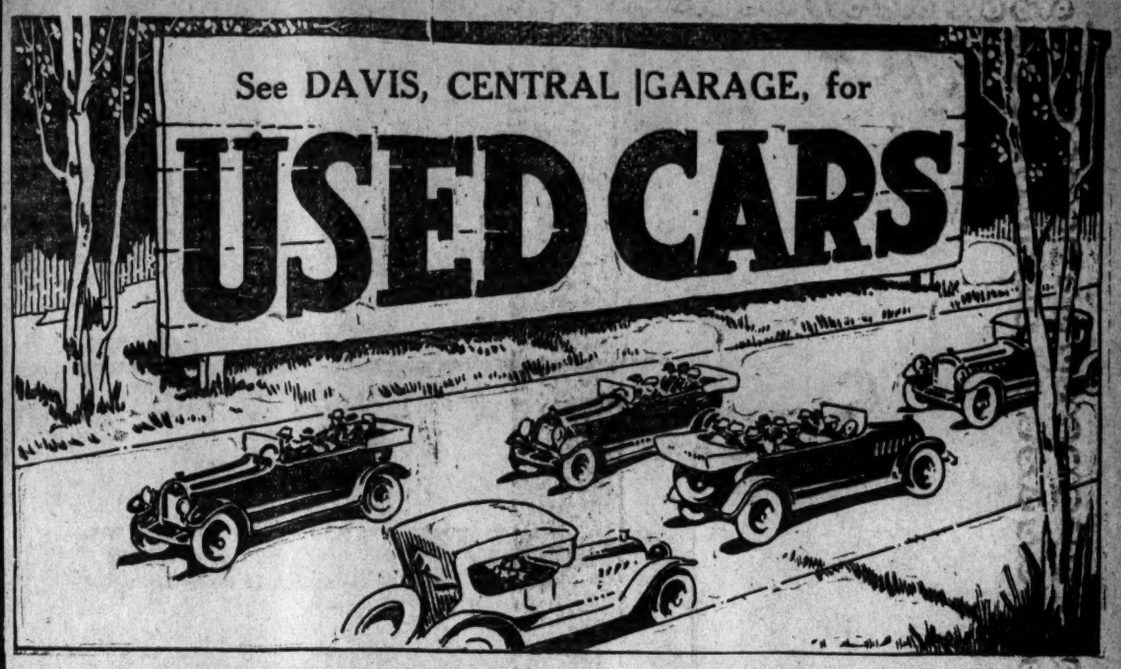

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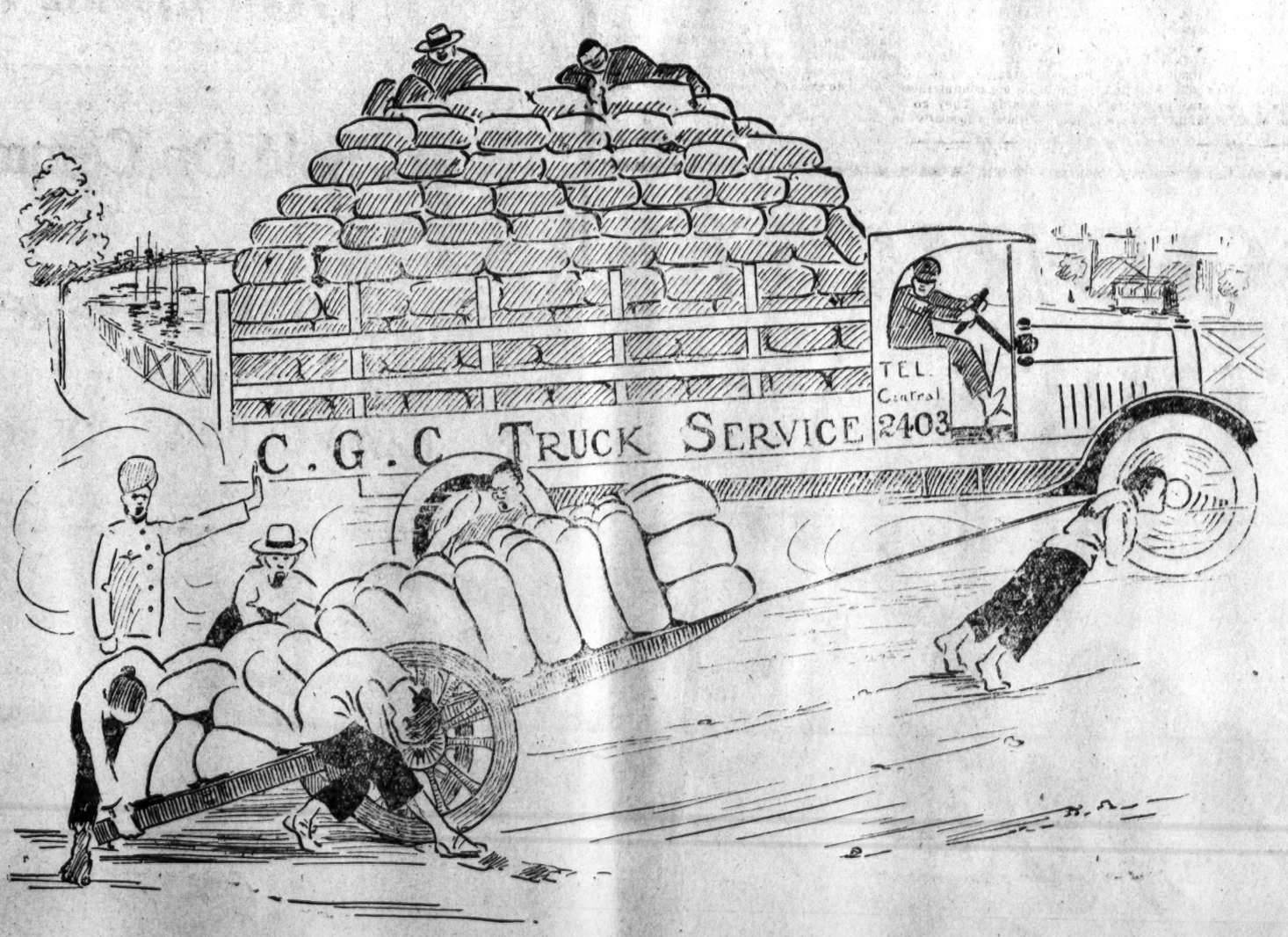

C G C

"Comparisons are odious"—but not in this case

THE CHINA GARAGE CO.

Phone, Central 2403

21, Foochow Road

Process Of Overhauling Car Described In Detail

Just what happens to a car when it is overhauled is looked upon, more or less, in the light of a mystery. But there is not the slightest reason for this as the operation is an exceedingly simple one and is similar to the process which prevails in the overhauling of any piece of machinery. What is required to do to put the car in first-class condition is done, the time required to do it depending, in any well-organised garage or service station, entirely upon what is needed.

Nevertheless, the operation of entirely overhauling a car, especially a machine that has been taken in by an automobile dealer and on which an allowance has been made in the purchase of a new car and which in turn must again be said by that dealer in order to realise the full benefits and profits of the transaction is interesting.

So that all may understand just what is done in overhauling a car to make it something which a dealer can honestly sell and back it up with his personal guarantee of its fitness for use and as representative in every measure of the price that is ultimately put upon it, the foreman of auto repair department of a local shop says:

WHAT HAPPENS

"We take off cylinder, take down crankcase cover and measure up all parts. If there is over a certain amount of wear, say about .016 of an inch, in the cylinders we rebore cylinder, fit new pistons, rings and wrist pins. Crankshaft and bearings are examined; if crankshaft is in good condition we do not remove it but set up bearings with engine in its place in the car, but if crankshaft is worn .007 or .008 of an inch out of round we remove the whole engine, regrind the crank shaft and fit the bearings on the stand. While the engine is apart we clean up all parts, polish all bright parts and paint all parts that were originally painted.

"We then examine the fly wheel. If the starter teeth are in bad condition we put a new band on the fly wheel. The carburetor and magneto are taken off and sent to their respective repair departments where they are thoroughly gone over. Any worn parts are replaced and then are put on their test stands and tested thoroughly before being put on the car again.

VALVES GROUND

"Valves are ground, all carbon scraped out, starter pump and shaft inspected and replaced if showing any signs of wear. Valve gear parts are replaced if necessary, camshaft bearings replaced, timing chains either adjusted or replaced. All engine bearings are refitted, defective ones being thrown out.

"Transmission is then taken down and apart; all worn gears and bearings are replaced. Clutch is taken down; all worn parts replaced and readjusted. Universal joints are examined and worn parts replaced; all springs examined and tested, new bushings fitted and if needed, new bolts are attached. Spring-saddles are tightened up and fitted to axle. Brake gears are examined and if they have not six months' wear left in them we reline brakes. In any case the brakes are properly adjusted and put in good working order. The steering gear is adjusted and worn parts replaced. The front axle connections are overhauled and worn parts replaced.

DIFFERENTIAL TESTED

"Differential is tested and examined. If not running absolutely quiet it is taken down and necessary parts refitted to put the whole in good shape. The car is thoroughly oiled and greased. All fenders are gone over and put in good shape. If not capable of good looking repair they are replaced. The car, after assembling is thoroughly tested out and any work necessary to put it in first-class running shape is done at this time.

"Starter, generator and electrical work is checked up and put in good running shape. Battery is repaired at the same time. We spend from 150 to 300 hours' labor on second-hand cars when we completely overhaul them and replace from $100 to $200 worth of parts."

TUNNEL FOR AUTOS

The contract for the construction of the tunnel for motor vehicles under the Hudson River between the borough of Manhattan and Jersey City has been signed by the New York and New Jersey tunnel commissions. It is estimated that the tunnel will cost $12,000,000.

FIRST MOTOR TRUCKS

The commercial value of motor transportation trucks was not recognised generally until 1906, although a passenger car with a truck body had been purchased by the government postal department in 1899.

TO-DAY'S 'BURNING QUESTION' IN MOTORING IS FUEL

Production Gaining Over Demand, Pointing Way To More Cheer For Users

LATEST FUEL FACTS

Bureau Of Mines Reports:

Consumption of gasoline in April ... Gal. 8,591,912

Production of gasoline in April ... 11,421,843

Reserve stocks in April ... 543,552,644

American Petroleum Institute Says:

Cracking plants which will increase the efficiency of the refining processes, and therefore the quantity of gasoline, are being installed on the Pacific Coast.

Gasoline supplies are increasing nationally and on the Pacific Coast, according to Bureau of Mines figures and the American Petroleum Institute.

The bogey of shortage is being dispelled by the official reports which show that during April, the latest month for which there are figures, production of gasoline was 2,829,931 gallons ahead of the demand. Consumption was 8,591,912 gallons, whereas output was 11,421,843 gallons. Reserve stocks increased to 643,552,644 gallons, which showed a considerable gain on the March figure of 626,393,046 gallons in reserve.

COAST STRINGENCY PASSING

States on the Pacific Coast have been suffering shortage in spite of the general plenitude, because of local conditions. This situation is passing. The American Petroleum Institute reports: "No expense or effort to provide sufficient gasoline to supply the Pacific Coast demands is being spared."

Arizona, Nevada and eastern parts of Oregon and Washington are being supplied to some extent from the mid-continent and Wyoming fields. Practically all this business was supplied last year from California.

MACHINERY TO DOUBLE OUTPUT

Improved refining processes are being introduced in the California field, which will greatly increase the possibilities of output in that territory within a few months. Many fields are getting only 12 to 15 percent of gasoline from the crude. This can be at least doubled. Some fields get over 40 percent of gasoline from the crude.

EXPORTS DROP

During the present emergency exports from Pacific ports are being kept down to 3 percent of the total production. Only contractual obligations already assumed are being met, and no new foreign business is being sought. In 1918, the exports from the Pacific ports were 18 percent of the production in that region, as compared with the present 3 percent.

Motorists need to continue a careful conservation policy as the rate of consumption increase during the past four months was 33 percent, as against the rate of increase in production, which was 13½ percent. This means that inroads are being made on the potential supplies of crude oil.

Roadside History Take In Politics

Candidates Of Major Parties Furnish Data For Latest Display Boards

Those roadside history signboards that every motorist has come to know are by no means confined to ancient history. Four boards recently erected give information concerning the nominees of the Republican and Democratic parties for President and Vice-President, says a New York newspaper recently received in Shanghai.

At Marion, Ohio, one of the big history books has a page reading as follows:

Marion is the home of Warren G. Harding, who started in life as a printer's devil and rose to United States Senator from Ohio, now being the Republican for the Presidency.

At Northampton, Mass., the page of history says:

Northampton is the home of Calvin Coolidge, who was elected Governor of Massachusetts by the largest vote ever recorded for that office, and is now the Republican nominee for Vice-President.

The bulletin devoted to Governor Cox states:

Trail's End, near Dayton, is the home of James M. Cox, Governor of Ohio for three terms, who began life as a newsboy, and is now the Democratic nominee for the Presidency of the United States.

The painted display concerning Franklin D. Roosevelt placed near Poughkeepsie, N. Y., records:

Near Poughkeepsie is Hyde Park, birthplace and summer home of Franklin D. Roosevelt, Democratic nominee for the Vice-Presidency, whose official career has been like that of Theodore Roosevelt.

TAXES IN FRANCE

Owners of small motor cars in France will have imposed through a new tax bill levies totaling 951 francs (normally $190).

SLOW DOWN AT CROSSINGS

In approaching a crossing drop into second speed, allowing full power in the engine. Look in both directions before crossing the track.

AUTOMOBILE FOE OF BOLSHEVISM

Owner Of Car Seldom Inclines Toward I. W. W. And Opposes Radicalism

"No one who owns an automobile and is able to enjoy its use for his family or his friends is likely to become a Bolshevist. A few years ago that statement would have been interpreted something like this: 'No one that is wealthy is apt to become an anarchist.' Nowadays ownership of an automobile and wealth are not necessarily synonymous terms, for there are many thousands of families of limited means that have purchased cars via the savings bank route.

"The true meaning of the statement," declared a Shanghai Authority, "lies in the fact that possession of an automobile does more toward keeping its owners happy and contented than any other one class of material things, with of course the possible exception of food.

"Automobiles have long passed from the class of luxuries to that of necessities, in the opinion of at least 90 percent of the population of the country. But they are more than a necessity; they constitute an institution. Just as education as represented by the school, and religion as represented by the church, operate for the moral benefit of the public, so does the automobile tend to lift its users to a higher plane.

"It is the automobile which brings the family together for its outings, and in doing this promotes good morals and yields a beneficent influence that makes for the good of American civilisation. If every family in the land owned an automobile, family ties would be much closer and many of the problems of social unrest would be happily solved."

The Car for the Owner-Driver

The All British

Standard LIGHT CAR

The High Clearance and Long Wheelbase are just two features that help to make the *Standard Light Car* the Car for the Overseas Owner-Driver.

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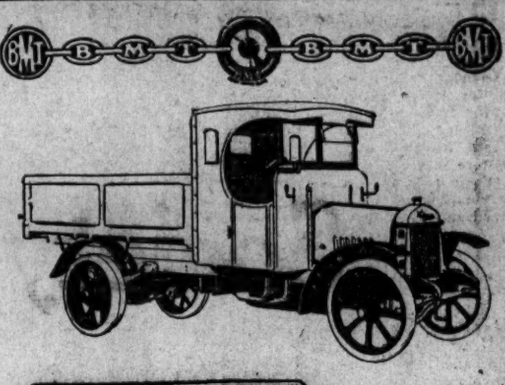

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30-CWT. LORRY

THE rapid and widespread success of the Vulcan is the outstanding feature of this branch of British Engineering. Its design shows what skilful and experienced engineers can achieve by simplicity. Its construction maintains the finest traditions of the British skilled worker. Hence wherever the Vulcan chassis is used—whatever body is put on it—its low running costs and capacity for hard service give unlimited satisfaction.

We are specially organised to meet overseas demands—cable your requirements.

Specification includes: Engine—Four-cylinder monobloc, 90 x 130 mm. Gear Box—Four speeds and reverse. Central gate change. Brakes—Foot brake acting on drum at rear of gear box. Hand brake, internal expanding on rear wheels. Steering—Four-life worm wheel and worm. Rear Axle—Full floating type with worm drive. Control—Foot Pedal and steering wheel lever. Wheels and Tyres—Cast steel wheels, fitted with 860 by 90 solid rubber tyres (720 fitting), singles to the front and twins to the rear.

MANUFACTURED BY VULCAN MOTOR & ENGINEERING CO. (1906), LTD., CROSSENS, SOUTHPORT, ENGLAND.

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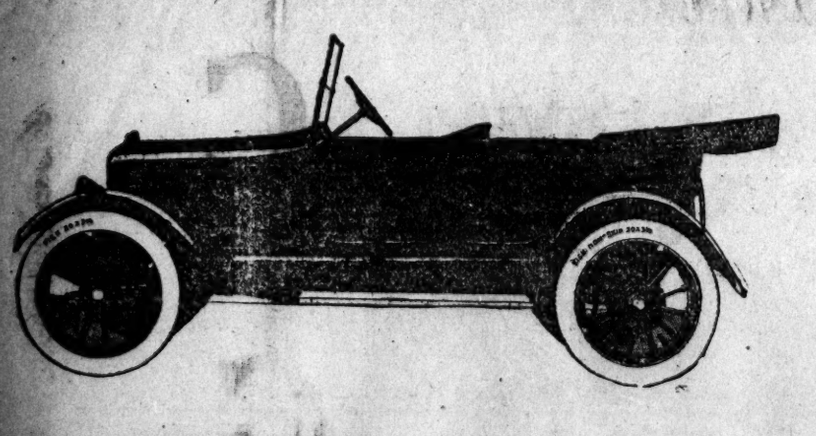

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of the already famous new model manufactured by the

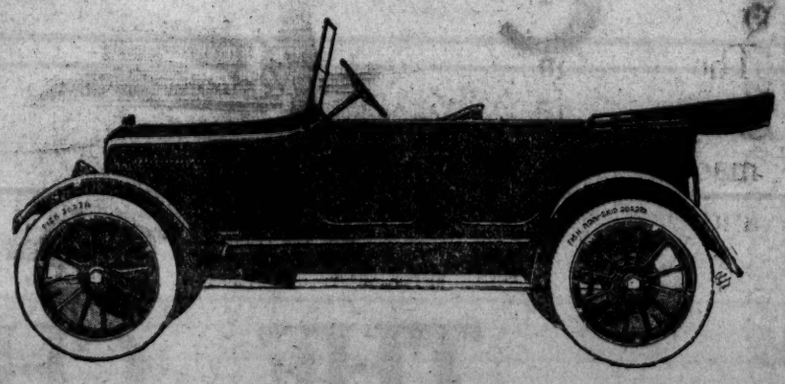
JOHN N. WILLYS EXPORT CORPORATION

The Overland

TRADE MARK REG.

Three-Point Cantilever Springs

are one of the principal features of this remarkable car. Supreme riding comfort.



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THE CENTRAL GARAGE COMPANY

2a, Jinkee Road — SOLE AGENTS — Tel. Central 3809

MOTOR INSURANCE IN FRONT RANK OF PROTECTION

Increase In 21 Years Up To Premiums Of $150,000,000 Annually

BY L. H. GOLDBERG

Automobile insurance is still an infant in years, measured by the insurance calendar, having been in existence for only twenty-one years. Judging from the present proportion and tremendous rate of development, it will not be very long before it will be the leading factor in insurance protection. In comparison with life and fire insurance, automobile protection is just as important.

This form of insurance enjoys the distinction of having had a most phenomenal growth in the twenty-one years. In that period of time the volume of premiums has grown to approximately $150,000,000, and the business itself has developed from a mere side line into the rank of one of the foremost branches of insurance. The reasons for this are not hard to understand when you consider the wonderful development of the automobile industry itself and the various forms of insurance required to cover the many hazards that surround the ownership or operation of a car.

VARIOUS USES

Starting originally with cars for sport purposes, the usefulness of this wonderful machine has been so extended that in this modern day a commercial firm of any size at all not using automobiles for quick delivery is considered out of date and behind the times. The engine is used in various ways by the farmer to till his soil, harvest his grain, saw his wood, etc., and in passing along, it must get credit for the very vital part it played in the World War. The war tank is nothing but an armored automobile with caterpillar traction. When supplies and troops had to be rushed to certain points in a hurry it was the automobile truck that had to be depended upon almost in its entirety.

In the last twenty years the number of automobiles in use in the United States has increased from a very few hundred to approximately six and a half million, so that at the present time there is a car for every eighteen people and the rate of its increase is about a million a year.

INCREASE IN OUTPUT

In 1898 this country's output was about 200 cars. In 1920 production will be in the neighborhood of 2,000,000. It is natural that this vast increase in the number of cars has been the important factor for the rapid and substantial growth in automobile insurance, although in turn the fabric of insurance has helped the progressive growth of the automobile industry itself. By assuming the burden of the inevitable toll of lives, injuries and destruction of property that might only naturally be expected to follow such a rapid absorption in our everyday lives and businesses of a powerful machine capable of a great speed and which only a few years ago was still regarded as an experiment.

The ownership or operation of automobiles involves many hazards. In fact, as it was very aptly remarked the only time when an automobile is free from hazards is when its tank is empty of gasoline. The insurance needs of a car owner to take care of these hazards might be divided into two general classifications. First, insurance covering damage the car itself might sustain, and second, damage that the car might cause to the person or the property of others. Under the first division we get what might be termed "limited hazards" and under the second "unlimited."

'LIMITED HAZARDS'

The forms of coverage required to meet the "limited hazards" are fire, theft, collision, marine or transportation, explosion, etc. These are referred to as "limited hazards" for the reason that the financial loss which the car owner could in any event sustain is limited to the value of the car. The unlimited hazards are employers' liability, compensation, public liability and property damage. These are termed "unlimited hazards" for the reason that the financial loss to the owner growing out of any of these hazards is not limited to the value of the car or to any other sum. As an illustration, the cheapest car at a list price of about $600 can and, in fact, has caused personal injury in a single case to the extent of $25,000. It can and also has caused sufficient property damage in a single accident representing in value many times the price of the car.

Iron Brackets May Be Made In Garage

Car owners who do their own repair work often need metal brackets or angle pieces of a certain size and shape. These are quite easy to make in the garage with the ordinary tools and a vise out of soft rolled brass or iron strip from 1-16 to ⅛ inch thick, and this strip is so easy to obtain in a variety of widths from any metal warehouse that it does not pay to cut up a sheet. If brass is used it should be made quite soft by heating to redness and plunging into water. To save time and avoid waste of material always make a thin cardboard templet or pattern of the fitting and then work to it. In most cases the holes for screws may be drilled before bending the strip in the vise.

TO REMOVE BOLT

It is sometimes rather difficult to get bolts that run through the frame channels back in place after they have been removed. Where these bolts are drilled to take a cotter pin the simplest way to replace them is to run a piece of wire through the frame hole and then out through the hole in the bolt. The bolt may then be drawn through the hole.

HUP OWNERS JOIN FAMILY QUARREL

Only Express Train Able To Pry Owner Away From Favorite Model

"The term, 'family quarrel,' is so often applied to domestic difficulties only that its use in connection with automobiles could easily be misunderstood," said a Shanghai motor car dealer.

"It might be assumed that this expression referred to that friendly struggle for the car's use which occurs so frequently between the younger members of the family.

"But the 'family quarrel' I have in mind occurs between members of the Hupmobile owner family—and there are as many factions as there are Hupmobile models, each faction firm in the belief that they own the best Hupmobile ever produced.

"It is exceedingly interesting for me to note the arguments caused by introducing series R owners to possessors of other Hupmobiles. There seems to be a peculiarity common to all Hupmobile owners—each man thinks that his model is the best model ever built, and that his particular car is the best car of that model. This has been so from the very beginning. There are any number of people in the country who are still driving the old model 20, the first Hupmobile, and insisting that virtue departed from the automobile industry with the passing of that model.

"What can a dealer do in the face of such loyalty but let the owners go ahead and drive their cars until they are stolen or get smashed up by an express train? After this happens, they usually buy the current model and immediately start all over again and become hopelessly prejudiced in the new car's favor.

"I have argued with many a religious and political fanatic, but for downright resourcefulness they can't hold a candle to the average Hupmobile owner."

PATCHING WIRES

Wires frequently develop small exposed places, on which tape does not seem to stay put. It is not always convenient to replace such wires altogether and the following method of patching may prove helpful. Dip a length of thread in shellac and then wind it very tightly around the bare spot. Continue layer on layer until the repair is a little larger than the insulation. Finally put a layer of shellac on the finished winding to serve as a sort of thread. This makes an oil-tight repair, which is comparatively permanent.

FATTY BUYS CAR

Roscoe (Fatty) Arbuckle, the motion picture comedian, has a specially built automobile that, in style and proportions, fits his type and taste. The seats are wide and roomy, and equipped with 14-inch springs.

GORDON TIRE

The Gordon Tire isn't one of the quantity production tires. Gordons are made rather slowly—one at a time and each one right—truly custom built.

We are selling Gordon Tires, all popular sizes, direct to Motor Car Owners.

Keep your tires inflated to their specified pressure
It will pay you.

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STABILITY

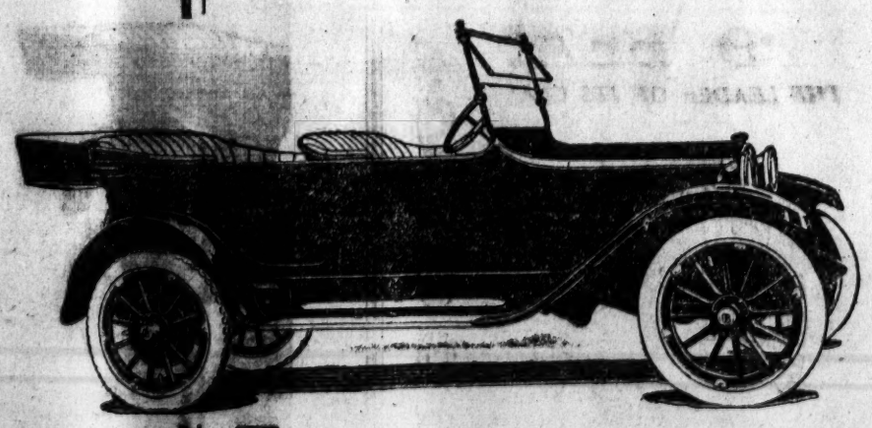
DODGE

DODGE BROTHERS DETROIT U.S.A.

In the motor car world Stability means more to a Dodge owner than to the owner of any other motor car.

Because the Mechanical Unity of Dodge Bros. motor car makes a LUXURY really ECONOMICAL.

Low Petrol Consumption; High Tyre Mileage.



THE SHANGHAI GARAGE COMPANY, LTD.

Star Garage — Main Showroom — Eastern Garage

Star Garage — 125 Bubbling Well Road.

TENDENCY OF CAR PRICES DOWNWARD BUT NOT AT ONCE

Larger Companies Reported To Be In Strong Financial Position

CREDIT REDUCING DEMAND

Writer Analyses Conditions Of Motor Car Industry Conservatively

Members of the automobile trade in San Francisco do not look for radical changes in prices of passenger automobiles, although they admit that "reasonable recessions" will be forced in the near future as the result of the very marked curtailment in the consumer demand is the report published in the San Francisco Journal of Commerce and Commerical Bulletin. The price changes, it was stated, should show a gradual downward tendency, but there can be no sudden drop because of the fact that the demand for pleasure vehicles has far exceeded the supply during the past two years.

While there has been persistent talk that the automobile manufacturers will announce sweeping price reductions in July, no one in the trade was willing to admit that such a course had even been contemplated by the makers of cars. One of the leading automobile agents in this city said that he had not received the slightest intimations regarding price reductions from the manufacturers whom he represents. He said he was having considerable difficulty in having his orders turned out, and that many of his customers were cancelling orders because they did not desire to wait any longer for cars which they had ordered as far back as last January.

HIGHEST HOLD FIRMEST

Those in close touch with the situation asserted that there would be no reduction of prices for high priced cars, because the demand for such machines was always from certain classes of substantial buyers. They urged that in view of the tightening of the credit situation there would be a material slackening in the demand for lower priced cars, because the latter were usually purchased by customers who were financed on a partial payment basis. The refusal of banks to extend the cash will simply prevent many of the partial-payment buyers from proceeding with their plans. It would therefore, follow that the demand for the cheaper cars will drop, and it would not be surprising if prices took a downward course.

Those who argue against precipitate reductions say the increase in automobile prices has not been in keeping with the rise in other articles. Despite the high cost of raw materials and labor, it was contended, prices on pleasure cars have risen approximately 40 percent. The demand for cars of all descriptions during the past years has been unprecedented, dealers said, and the rise in prices has not been in proportion to the extaordinary jump in the demand.

FINANCIAL SITUATION

Inquiry in the financial district developed the expectation on the part of bankers that the peak of prosperity in the automobile industry was in sight and indicated that a degree of caution is being observed in extending credit to the manufacturers. Most of the companies are said to be carrying unusually large inventories, both of finished cars and raw materials, the fact that the latter are not in all instances well balanced exerting an adverse influence. Cancellations, so far as bankers have received reports, have not yet reached proportions where they are a serious factor in the situation, and there is no question that the demand is still on a fairly substantial basis, but the transportation congestion is such as to cause the manufacturers considerable difficulty, it is said, and to increase their requirements for funds.

FORWARD BOOKINGS DECLINE

Under existing circumstances, while bankers are giving the usual accommodations to well established concerns so far as possible and commensurate with the prospect that by fall the turn in the industry will be at hand, the industry is stated to need rather more credit than normally would be the case, and this it is not getting. Forward bookings are reported to have declined materially as compared with a few months ago, and this development, together with the need for ready cash, may cause automobile producers to cut prices in the relatively near future, bankers believe. As an official of an institution which enjoys the position of banker for several of the large companies, remarked yesterday "the industry is not going to wait until orders ahead have dwindled to a negligible volume before it acts to cut prices."

Basic reasons for reducing prices, which arise if costs of labor and materials were lowered, have not yet appeared in the automobile industry, bankers declared, nor has a slump in demand such as has operated to check the rise or cause a decline in the price of some other commodities developed. In common with a number of other industries, however, the pinch of the credit situation is beginning to be felt, and, when the price turn comes, this situation will be the moving cause.

STANDARDISATION IS NEED

A weakness of the automobile industry, bankers declared yesterday, is that it isn't yet sufficiently standardised. There are a large number of producers who have come to the fore on the rising tide of prosperity but who have never been regarded with the far requisite to the establishment of adequate banking relations. Without this protection and with the usual resource of commercial borrowing restricted, they will face in the near future, if they are not already facing, necessity of lowering prices to accomplish liquidation of their stocks which will place them badly in need of funds, it is believed. The number of concerns of this class is said to be large enough so that a reduction in the prices of their cars would ultimately force a general movement to a lower basis on the part of substantially the whole industry.

One banker predicted yesterday that among the benefits to be realised when the present prosperity of the automobile trade abates will be the elimination of the wide variety of types of cars and concentration of the industry in the hands of a relatively few experienced makers, cutting much of the waste which now exists through duplications and productions of special models for which there is no need. In other words, the industry will progress toward a degree of standardisation which is now notable by its absence.

Among the signs of the impending turn in the trade's affairs was mentioned the decision of manufacturers of the higher priced passenger cars to add cheaper models to their production.

Most Motor Car Ills Can Be Told By Sound

Most of the ills of the motor car are indicated by audible symptoms. A weaving noise in the differential case may be taken as an indication that the master bevel gear of the unit is running out of alignment. A light catch, which occurs several times during each revolution of the driving wheels, is the sign of a chipped tooth in the drive shaft pinion or ring gear.

LIMITS TRUCK SIZE

Governor Smith of New York has signed a bill limiting the size of motor trucks in use on country highways to eight feet in width and twelve and a half feet in height, with a combined weight of truck and load not to exceed 25,000 pounds. Truck manufacturers assert comparatively few users of heavy trucks will be affected by the law, as there are only a limited number in use in this state which will come within the prescribed weight limit.

BAD FOR HORSESHOES

At a convention of the National Hardware Association, recently held in Philadelphia, Pa., it was stated that the increase of motor cars and trucks was blamed for a heavy falling off in the sale of horseshoes.

Queries And Answers For Motorists

MISSING CYLINDERS

Q.—I have a Ford car with missing cylinders. I have cleaned spark plugs, put on new commutator and commutator wiring, ground the valves, cleaned gas tank and drained carburetor, and had the vibrator coils tested, and they are all O. K. What do you suggest. Could it be a broken magnet in the magneto.—L. H.

A.—Try changing the carburetor adjustment slightly. Inject oil around the inlet manifold to see if it is drawn in at any leaks and test the spark at each plug by removing wire and holding it about a quarter inch from head of plug while engine is running. Crank engine slowly and note the resistance on each cylinder to see if there is loss of compression. The trouble should be located by the tests.

OIL TROUBLE

Q.—I have an Oakland six, 1918, which is giving me a great deal of trouble by oil leading from end of crankshaft between fly wheels and transmission. The oil pumps through crankshaft to bearings and the end of shaft seems to have an opening. Can you give me information as how to remedy this?—J. R.

A.—A new bearing will have to be fitted. This will necessitate the taking down of the engine, and so should only be undertaken by an experienced repair man.

WORK ON TIRES

Q.—The tires on my car are called "quick detachable," but I find that it takes half an hour of hard work to remove one. How can I make it easier to take them off?—A. F.

A.—The trouble is probably due to dust, as a quick detachable usually comes off very quickly. After removing, clean off all rust carefully and paint the metal parts with graphite and shellac, or the special rim paint which can be obtained at any supply store. Some use graphite and grease, which combinations are good where two metal surfaces come together, but should not be applied where the shoe or tube can touch it.

CRANK CASE

Q.—My crank case has not been removed for cleaning since I got the car, and I have run it several thousand miles. I have been advised that this is bad practice. Is it not sufficient to drain out the old oil and refill with fresh oil periodically, as advised by the manufacturers?—H. W.

A.—By this time your crank case will be so filled with muck that it will be difficult for any oil to get through it; certainly no clean oil ever reaches the bearings. As soon as the clean oil is inserted it mixes with this muck and the mixture goes to the bearings. The crank case should be removed at least every 5,000 miles and cleaned by hand. Do not try the method of putting in kerosene and running the engine to remove this muck. This process stirs up the grit in the bottom and takes that into the bearings. Let the grit lie until you have time to remove the crank case.

ENGINE MISSES

Q.—I have a six-cylinder car that runs good and seems to have plenty of power. When the engine runs loose but throttled down it seems to miss some and does not run smoothly and fire regularly but when throttled down with a load it seems to hit regularly and on all six and runs smoothly. Why doesn't it run regularly and smoothly on all six when running without the load? My car has run 5,000 miles and is still running good as new. Has never had one cent repair or garage bill. Has never been examined or looked over by a garage man. Would you recommend an overhauling or cleaning of the engine? If so, what parts? Or would you let it alone as long as it runs well?—J. W.

A.—This is not a serious fault, as the proper test for correct performance is the way the engine pulls under load. There may be a slight leak in the inlet manifold, the spark gaps in the plugs may need adjusting or the carburetor may be slightly deranged. If the trouble becomes worse it will be well to investigate further. So long as your engine runs well, has plenty of power and does not knock, it is best to leave it alone. A car in daily use should be overhauled once a year, but that means a great deal more wear than your car has had as yet.

NOISE IN CARBURETOR

Q.—Occasionally I hear a popping noise in my carburetor. As I am told that it is dangerous I should like to know what troubles to look for and what remedies to apply?—S. T.

A.—Popping back at the carburetor is exceedingly dangerous if the carburetor has just been primed or there is much of a leak. It is caused by lean mixture, leaky inlet valve or electrical troubles in distributer, which cause an explosion in clynder when inlet valve is open. Look over these parts carefully, as occasfonally a car burns and is a total loss from this cause alone.

ENGINE KNOCK

Q.—My engine has been knocking for over a year. Have put in new piston rings and recently put in new camshafts and bearings, yet the knock is still there. It is more noticeable on a hard pull on high. Sometimes do not hear it at all. At times can be heard with only engine running. What would you advise.—H. P.

A.—As you have disposed of the crankshaft and cam-shaft and probably inspected the connection rods, the only thing remaining is piston slat. This occurs when cylinders and pistons are badly worn and can only be removed by having cylinders ground and new pistons and rings fitted. Doubtless you have cleaned the combustion space of all carbon deposits.

HORSE POWER

Q.—Please give me the method of figuring the horse power, according to the A. L. A. M. or S. A. E. formula. What do these initials mean? I should like to know, the power of Overland model 90 of 1917, also model 75 of 1916 and model 75B of same year.—S. R.

A.—The initials means Association of Licensed Automobile Manufacturers and Society of Automotive Engineers. Multiply the bore by itself, multiply that by the number of cylinders and divide the product by 2.5. The answer will be the horse power developed at average speed. The power of the different models figures out as follows: Model 75, 15.6 h. p., model 75B 18.22 h. p.; model 90, 18.22 h. p.

STORAGE BATTERY

Q.—My storage battery will not hold the charge as long as it used to. I have no charging plan on the car but must take the battery to a garage. It used to last me 1,000 miles on a single charge, but now it only runs two or three hundred. What trouble does this indicate?—R. G.

A.—Battery is growing old, loss of active material, plates badly sulphated, sediment in bottom touching plates. Have sediment removed by pouring out and washing with distilled water. If this does not remove have it taken apart at a service station.

ETHER FOR PRIMING

Q.—Have used ether for priming the engine to start it in cold weather and noting the snappy explosions it gives. I have wondered if it would be advisable to mix some with the gasoline to give it more power. Please give me your opinion of it?—T. C.

A.—It would undoubtedly give more power, but would tend to flatten the bearings and might even break some part, such as the piston head. While ether has been used in races it is not thought advisable to use it in ordinary work.

CARE IN BUYING OF TUBES NECESSARY

"How do you buy an auto tube—as a merely necessary and somewhat incidental accessory or as a part of the tire as vital as the casing? Upon the motorist's answer to this question depends, in large part, the degree of his freedom from tire troubles. The car owner courts trouble when he buys tubes carelessly," says a local tire man.

"The fact that tire costs are largely dependent upon tubes is frequently overlooked. Though the motorist has learned to shun "gyp" and "no name tires" by reason of bitter experiences along the road, a bargain price frequently causes him to buy an inferior tube. Cheap and unbranded tubes will handicap any casing.

"Leaky tubes ruin millions of tires annually through under-inflation. Ordinarily the motorists blames his casings for troubles for which his tubes are almost entirely responsible. On the other hand, good tubes enable a tire to deliver the maximum mileage which the maker built into it.

"The best casing is at the mercy of a poor tube. As the tube represents a small sum in comparison to the cost of any standard casing, it is frequently the part of economy to throw away inferior or worn out tubes. The purpose of the tube is to hold air and to keep on holding air. When it fails in this, it is worthless.

"The Miller Rubber Company believes that tubes have been an important factor in increasing the mileage of its casings 115 percent in the last few years. Tube rubber is subjected to constant laboratory tests. Walls for one thing, must stretch to nine times width and then return to normal.

"Today all standard tubes are built of laminated construction. In other words they are built layer on layer up to the proper ply. This construction is made necessary by the fact that rubber in its natural state is a wretched air container. Both chemically and physically it leaks air. By using a number of layers of rubber, no tiny flaws can go through.

"Some tubes, if punctured, are easily mended. Some rip. The difference in tubes is worth the same careful attention from the motorist that he gives to the purchase of his casings."

TAKE LONGEST ROUTE

A tour across the United States over the longest direct route possible is being made by two southern motorcyclists, D. E. McDonald and E. R. Plummer, who are attempting to cover the 3,500 mile distance from Miami, Florida, to Seattle, Wash., on a summer vacation trip. A Harley Davidson machine with sidecar has carried them as far west as Minneapolis, where they have set out for the Pacific coast via the Yellowstone Trail. Enroute the two travelers visited the Goodyear Tire & Rubber Company's factory at Akron, Ohio, where they watched the actual production of the Goodyear tires with which they are making their long jaunt.

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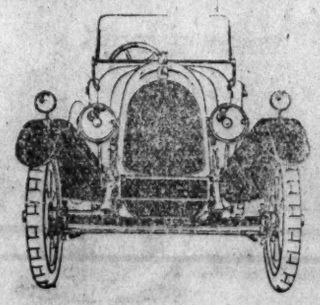
11·9 BEAN
"THE LEADER OF ITS CLASS."



THE 11·9 Bean is built on very robust lines to give long and faithful service to its owner even under the most arduous conditions. Hills and bad roads hold no terrors for the Bean. The highly-efficient 11·9 engine develops more than ordinary power for its size, the springs are large and designed to withstand hard wear, the road clearance ample. One of the finest factories is responsible for its production, and modern manufacturing methods for its very moderate price.

BRIEF SPECIFICATION
Four-cylinder monobloc engine. 69 x 120 mm. Pressure fed lubrication. Zenith carburettor. H.T. magneto ignition. Thermo syphon cooling. Leather to metal cone clutch. Three-speed and reverse. Bevel drive. Detachable wheels. Electric starting and lighting.

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GOODYEAR TUBES

SLOW PICTURES TO SHOW EVILS OF BAD ROADS

Cinema Brought Into Play For Betterment Of U. S. Highway Conditions

"Slow" moving pictures, recently used as unique features of pictorial news weeklies to show every motion of a person in varied sports, have found a field in many lines of industrial experiments that will prove invaluable to development.

By the use of a new type of camera, whereby exposures are made at the rate of 160 instead of 16 a second, and then projected at one-tenth normal speed, Chief Engineer A. F. Masury of the International Motor company, has been able to record photographically the comparative road impact and chassis shock of motor trucks shod with pneumatic or solid tires.

Two trucks of similar design were used—one shod with the pneumatics on front and solids on the rear, the other equipped with pneumatics all around. Both were run at a speed of from 15 to 18 miles an hour along a straight stretch and over a sharp incline that caused them to spring into the air and strike ground as from a vertical drop of from two to three feet.

Newly-invented timing and impact registering devices attached to the camera lens and operated simultaneously, substantiated the results of similar tests recently conducted by experts of The Goodyear Tire and Rubber Company. The solid tired truck, although 620 pounds lighter struck ground with a force of 14,336 pounds as compared to the impact of 4,624 pounds for the heavier pneumatic-tired vehicle. The lighter impact of the pneumatically-shod truck was found due to the extra cushioning of the pneumatic tires. The solid tires showed a deflection of but one inch as compared to four and one quarters inches deflection shown by the pneumatics.

The photographic record showed that the pneumatic tires absorbed most of the shock of the vertical drop, the truck leaving the ground only slightly, while the solid-tired bounded high after the impact. The recording device showed that the pneumatically equipped truck hit the ground less than two-thirds as hard as the other, greatly lessening strain on the chassis.

Results from these unique "movie" tests indicate that a seven and one half ton truck on pneumatic tires would do less damage to roads than a five ton truck operating at the same speed and under the same rough road conditions.

Ford Publication In Many Languages

The Ford catalogue and manual have already been printed in ten different languages—French, Spanish, Portuguese, Russian, Polish, Italian, German, Danish, Hungarian and English. Others, including Chinese, are now being considered.

As the present time there are three separate Ford factories, 36 in United States assembling plants, 10 Canadian branches and the following foreign branches and assembling plants: Bordeaux, France; Buenos Aires, Argentine; Cadiz, spain; Copenhagen, Denmark; Paris, France; Sao Paulo, Brazil, and Melbourne, Australia. Of a total of 58 branches and assembling plants, 43 are directly connected with the Highland Park plant.

Cotter Pins Cost As Much As Axles Used To And Economy Is Watchword

Look After Little Things Is Advice Given Motorists Who Want To Stay In The Game

Whether or not there is a shortage or a prospective shortage of gasoline, old High Cost of Gas is with us, apparently to stay for awhile, says the New York Tribune. If most people are "to get away with" 32 cents gas—and nobody knows what it will be next—there must be some close figuring and an attempt to get the most out of every gallon. Of course, in figuring the cost to the gallon one must needs take into consideration a great many other costs besides the price paid for gas, and the novice would better spend an evening a week figuring out how to get the best run for his money.

The sky-high price of everything which enters into the operation of the automobile from labor to cotter pins is such an old story that it has almost gone beyond the point where it hurts us. We may turn pain into pleasure by a little close figuring. It is not the large items which eat up money in operating an automobile, but a succession of little items which make the cost per mile out of proportion to the pleasure or convenience derived from the automobile.

QUARTERS FLY

One hands over a quarter, or a dollar, or two dollars, without thinking anything about it, but a record of these items and of the tips which go along with the auto would show a very large total for the touring season, and doubtless a perusal of such a record would suggest many ways in which a large proportion of the expense might have been saved. Of course, this does not apply to the man who has so much money that he has a hard time spending it, but then most of us are not in that class and have to figure.

Then, too, the wear and tear of the car enter into the cost and a car which ordinarily would be ready to trade in after two years might be made to do for four or five years if there were more attention paid to its care and operation. The shortage of cars during the war has taught us a lot about this, but the novice has not had this experience and should profit by the lessons others have learned.

WASTE IS GREAT

Many an automobile is wasted more than it is used. That is, ignorance of the car causes wear and tear greater than that occasioned even by hard running. In the matter of the tires alone this item is the largest proportion of expense, according to the tire dealers. That is, the average driver might double the life of his tires if he knew how to treat them with respect. Such things as driving into the holes in the road, or deep ruts, turning corners on two wheels, jamming on the brakes so that the car slides, and neglect of the clutch so that it jerks the car when let in, all causes wear which might be prevented.

Likewise neglect of the wheels themselves, letting them get out of true, under inflation, neglects of the small cuts in the shoe, permitting the oil or grease to remain on the tires, and excessive speed on country roads, all add to the cost.

OILS AND GREASE

Oils and grease have advanced in cost along with the gasoline, and are now so valuable that the least waste is almost unpardonable. But, on the other hand, enough of both must be used or there will be a lot of worn bearings to be replaced. The man who has bought a new car should watch all bearings very carefully until they have had time to work in properly. Screw down the grease cups at first twice as often as the rules call for and be overparticular to keep enough of the oil in the crank case.

All these things enter into the economical use of gasoline and by no means exhaust the list. Economy means that every moving part must work properly and it is the function of oil and grease to accomplish this. The brakes should not drag on the drum; the clutch should not slip; every cylinder should fire in its turn and the carburetor should feed in exactly the right amount of gas for perfect performance. The carburetor is presumed to be properly adjusted when the car is received, but it occasionally happens that it is not.

ADJUSTMENT NECESSARY

It is not necessary to be constantly changing this but it should be adjusted until it gives a mixture rich enough to give power but lean enough so that it is practically all burned and there is no wastage. Too much carbon in the cylinders also causes a loss of power and if the muffler is not clean, there is a back pressure which eats up power and this, of course, all means a larger consumption of gasoline.

The ignition system has a great bearing upon economy in gas consumption. The spark lever needs to be kept well advanced, although it may be necessary to shift it a great deal in touring with present battery systems of ignition. Plugs must be kept clean and properly adjusted, the interruptor points likewise, and the distributor must be free from dirt and excess oil. Then, too, the compression must be kept right so that there are no leaky valves or valve springs so weak that the valves jump, leaky gaskets, plugs, valve caps, petcocks, or any other places past which compression may escape.

In other words, it means that the engine must be kept at a maximum of performance if one is to get the very best out of a gallon of gas. It will be seen, therefore, that it is not always the man who makes the most miles per gallon who gets by with the least cost per gallon. His engine may be working fine and give him a high mileage, and he may be so neglecting other things about the car that he is really adding items to the expense of which he is totally unconscious, even though he pays the bill finally.

MUST LEARN CAR

The novice driver should not leave it to the garage man or anybody else to see that everything is in first-class order, clean, lubricated, adjusted, so that unnecessary expense is not added to the high price which one is obliged to pay in these days. If he will learn his car, not alone how to run it, but how to take care of it, to keep it in trim, he will be sure of getting the most possible out of every gallon of gas.

BAKER HOLDS RECORD

"Cannon Ball" Baker, of the United States army, is holder of all world's records for automobile and motorcycle road races against time.

JUST WHAT ARE SPEED LAWS FOR MOTOR DRIVERS

Definate Standards Are Lacking And Fact Causes Much Sporadic Crusading

Every time a jail sentence is given to a motorist the belief is expressed by some that this will act as a deterrent to other automobilists in their heading careers of crime, says a New York automobile editor. That is to say the universally desperate class from which automobile owners are recruited will be frightened into a greater respect for the law, and the various crimes which all motor car operators are known to delight to commit will show an immediate reduction in percentages in totals.

Of course, it will be easy to forecast a decrease in offenses against the law if the automobilist could be positively sure just what the law is. It has been said before that there is no definite speed limit in our city and that a man who one day is arrested for driving a car at a certain speed another day may go scot-free passing by the selfsame motorcycle policeman at the selfsame speed if there happens to be no "crusade" in order. This leads to a certain complication in the mind of the motorist and a not unnatural one.

RESPECT FOR LAW

The average automobilist has more respect for the law than the average pedestrian. This is because the motorist is accustomed to regulation and police supervision from the first moment of becoming an automobile owner. He has to register his car before it can go on the highway, and in many states must also have a license to operate the same. Of course, no pedestrian has to license his feet, nor does he have to get a permit to walk on the streets or on the roads.

The difference between the mental attitude of the motorist and the pedestrian toward police regulation is easily seen here in New York; for instance, at such crowded traffic intersections as Fifth Avenue and Forty-second Street or Grand and Lafayette streets. The police find it hard to control the movements of pedestrians, and the people on foot seem to resent being saved from themselfes.

HAS LEARNED OBEY

The automobilist, on the other hand, has learned to obey, and he realises that traffic can best be regulated by traffic officers and that only confusion would result if each individual operator of a car endeavored to do his regulating for himself without regard to the rights of others.

Jail sentences are not going to cure infractions of the traffic law as long as enforcement proceeds on the present haphazard system. That is, if prejudice is to take the place of judgment in determining what constitutes an offense against the speed laws there can be no reasonable expectation of real respect for the law.

RUMANIA AND ITALY STRONGEST IN COMMERCE

Head Of Baldwin Locomotive Company Tells Of Trip To Europe

"Italy and Rumania have a much stronger commercial position than other nations of Europe," declares Mr. Samuel M. Vauclin, president of the Baldwin Locomotive Company, on returning to America after a close study of conditions overseas.

"These two countries are already in production and can sell all they produce. They are handicapped somewhat by poor railroad service, and an improvement in this respect would enable them to very considerably increase their export business. Their greatest, and outstanding need, however, is coal.

ITALY USES WATER

"Despite this disadvantage, Italy possesses several prosperous industries capable of competing with those of more favored nations. This is made possible by the wonderful wealth of hydraulic power to be found in Italy, enabling that nation to dispense with coal.

"All the big industries are now being transformed to use electricity generated from water power, thus removing the grave danger which has threatened them in the past by reason of their dependence on foreign nations for coal. One of the most striking examples of this is the Fiat Company, which is now running almost the whole of its huge works with electricity generated by water power. At the outset this important automobile concerns realised that the mechanical and engineering industries of Italy could only attain their full development by becoming independent of outside coal supplies.

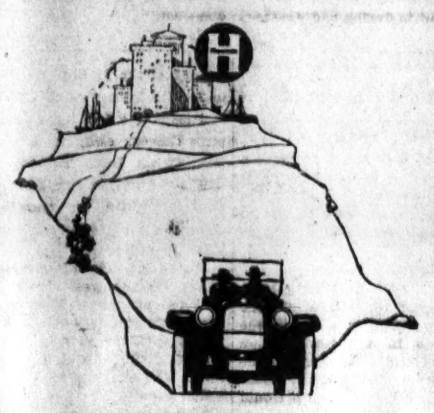
FIAT PROGRAM

"In developing this program the Fiat Company secured control of the Mount Cenis Hydraulic Power Company, where the natural conditions are such that all the electricity required for the factories can be assured. When the present work has been completed, the electric current available will be increased to 200 million kilowatts, with the inestimable advantage of being able to use the greater portion of this in winter.

"It is also interesting to note that the Italian Government is interested in this movement and has decided to electrify 3,600 miles of railroad, thus reducing the railroad coal consumption by about one third. At no distant date Italy will have taken full advantage of her natural wealth in hydraulic power and will have solved a problem which is giving trouble to nearly all European nations."

FIREFIGHTERS AT SCHOOL

Some cities are sending their fire fighters to automobile schools, training them in the proper handling of big trucks and apparatus. In most cases the classes are conducted on two days of each week.



People prefer the Hupmobile for its unusual power and performance, its unusual economy, its unusually long life, its unusual freedom from repairs, its unusually high second-sale value. They prefer it, not because it excels in any one of these things, but because it excels in combining them all.

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In the COLUMBIA HOT SHOT you find the ideal battery for motor boat ignition. It is a single solid unit—with all the cells already connected—absolutely weatherproof—with no metal parts to protect from rust. From 4 to 12 cell power.

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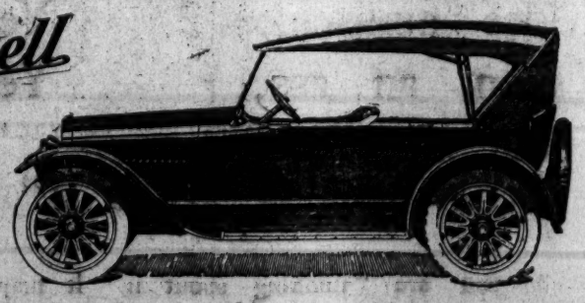

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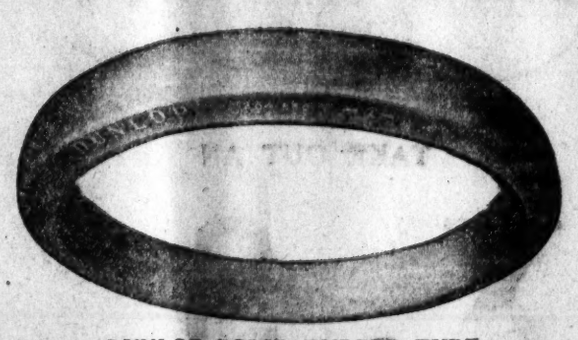

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Getting Ready For A Tour

BY JOHN C. W. WILLIAMS

The work necessary on a car that has been stored depends a great deal on what was done before the storage period began. The negligent owner may merely have driven the car into the garage and left it there. This car will show rusted fittings, the tires will probably give short mileage and in order to put the car in shape it will be necessary to go over it very carefully. If the battery was left in place for more than a month, a long slow recharge is necessary and if the battery was in poor shape to begin with and the garage was not heated, it may be that the battery needs replacement. But there are more essential things for the moment.

SOAP AND WATER

The car ought to be cleaned with soap and water and all mud and dirt removed from such parts as steering knuckles, universal joints and other underneath parts. Even the engine ought to be given a good cleaning with kerosene. One can enjoy working about clean machinery and in this case it must be clean before you start out, anyway, so one may as well clean at the beginning. Lubrication is the most essential procedure.

It is assumed that all lubricant was left in the cases and compartments. Systematically go over the entire lubricating system of the chassis, starting first with the engine. Drain the oil from the crankcase. If you have the time and inclination remove the oil pan and clean it with kerosene, but otherwise pour about one gallon of kerosene into the crankcase and crank the engine by hand so as to splash the coal oil onto the interior parts. Drain the crankcase of kerosene. Do not pour in fresh oil until you are all through with the work. Drain, flush and refill the transmission, using a heavy oil, but not grease. The oil should be fairly thick like cold molasses, or you may use a special gear compound or special lubricant the car maker may recommend. The rear axle is treated exactly like the transmission and should be filled to level with the same kind of oil. Universal joints should be packed with grease or a mixture of one-half grease and one-half graphite. There is no need to clean out the joints. Grease and graphite mixture also should be used for wheel bearings. I wish to point out that there is no economy in buying cheap grease or lubricant of any other kind. Cheap grease used for bearings soon destroys the bearings because the free acid or alkali in the lubricant attacks the metal.

GREASE CUPS

Steering connections, the gears at the bottom of the steering post, grease cups, spring shackles and similar parts should be repacked, using, preferably, the combination of grease and graphite. After completing the fillings with heavy lubricant, oiling of small parts should be attended to. Start with the engine, oiling such parts as generator armature bearings, the starting motor bearings, fan pulley bearing and the other places that your instruction book points out. Use oil freely on the clutch pedal linkage, the brake connections, etc. Do not apply oil unless the part is clean. Use a stick of wood to scrape away dirt and then apply kerosene, wiping away with a cloth whatever dirt you can. Where possible dismantle small parts to free them of dirt. Bear in mind that a car in storage for some time has probably become dry in some spots as, for example, the steering knuckle pins. Merely turning down a grease cup or pouring in a little oil will not do. You must see the grease ooze out from around the knuckle, or the oil must be forced in under pressure so you are sure it gets to the rubbing surfaces. Before leaving the engine, pour a little oil into each cylinder and crank the engine a few times so the oil works its way around the pistons and over the cylinder walls.

After the chassis has been thoroughly lubricated in this way it is necessary to go over it and tighten as many nuts and bolts and screws as possible. Simply look around for these parts and try to tighten them. Adjustments may be necessary, as, for example, the fan belt; the front wheels may need realigning; or the front wheel bearings may call for adjustment. I believe the best plan is to operate according to the class of work, rather than the unit. Some owners do all work necessary on the engine, then all on the clutch, and so on, but this takes more time than attending to (1) cleaning, (2) lubrication, (3) tightening and adjusting and (4) trials.

COOLING SYSTEM

The cooling system should be gone over carefully. A really good plan is to remove the hose connections and make sure that nothing obstructs the flow of water either in the water jackets or the radiator. With the hose connections removed force water through the jackets and radiator, noting the force with which it comes out of the lower pipe. If the water does not flow freely through the radiator, it is the best plan to have it thoroughly cleaned and boiled. It should be taken to a radiator repair shop for this work. If the engine is fitted with a pump, the glands should not leak; if they do, it may be caused by packing that is too old or by the nuts being drawn up too tightly. It always is advisable to change the packing at the beginning of the season. Use asbestos rope or special packing if it be recommended by the car maker. Before replacing the hose connections see that they are not partly destroyed on the inside. If they show signs of disintegrating, install new connections.

Trials should consist of starting the engine and allowing it to idle for twenty minutes. During this idling look for water leaks, arcing due to bad insulation, poor connections in wiring, etc. The car then is ready for a run. Go slowly for a few miles so the lubricant will have a chance to work to the moving parts. If everything works smoothly, the dash instruments all operate, the starter works and the lights burn as you want them to, you are all set for the new season.

USED AND UNUSED

If you happen to be one of those who used his car all winter or part of it, I would advise you to go over it in much the same way as outlined above—that is, attending to the four fundamental processes. However, a car that has been in use all winter will require considerably more attention, especially to adjustments and replacements. Of course, a car that has been laid up is not necessarily one in good mechanical condition, for the owner may have knowledge of things that were wrong just before the car was stored. There is no economy in waiting to have the essential repairs made. The sooner work is done the less work there will be through the season.

Take a car that has been driven over rutted roads during the past months and nine chances out of ten the front wheels are out of alignment, the rear wheel bearings are worn and the steering play increased considerably. Pulling out of ruts strains these parts excessively. They are not the only parts that will require attention.

The engine in all probability is carbonised owing to the fact that in cold weather the choke is used almost every time the engine is started and the fuel does not vaporise as well. If it is determined that carbon removal is needed, it offers a good opportunity for cleaning the whole interior of the engine.

REMOVE PAN

Aside from detaching the cylinder head, or the cylinders themselves, the crankcase oil pan, or bottom cover, should be removed. Even if nothing else is done to the engine this latter should be done for there always is an accumulation of water and sediment after the winter. The entire oiling system should be cleaned. The motor supports and all nuts and bolts should be gone over carefully for the detection of looseness.

If the generator charging rate was changed for winter driving, it should be changed again so that there will be reduced charging. The battery, if not well tested by a service station during the past three months, should be taken there and given a slow charge and a test for internal condition. The service station head is in a position to tell you the approximate life left in the battery, so you can judge for yourself if it is worth changing at the start of the season.

Unless the car is well taken care of during the winter, it will be necessary to get after the smaller parts, especially those exposed to the weather. Spring shackle bolts may have become rusted because of inattention to lubrication; spring leaves may be rusted together, stiffening the spring and causing hard riding. Brake connections probably need a good cleaning; brakes relining or perhaps an adjustment will do. Body bolts will need tightening and the tires will require more than the usual care in order that the treads show no cuts.

Hockensmith Takes Charge At Goodyear Field For Airman

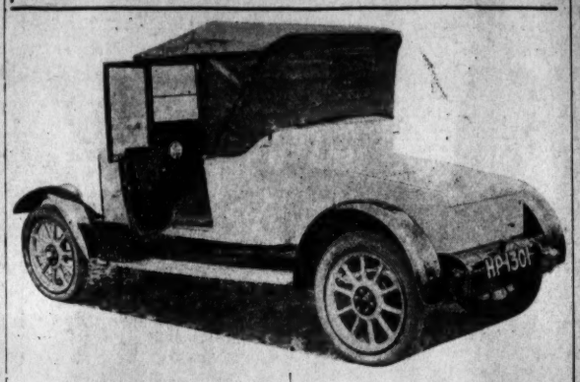
Los Angeles, August 12.—George Hockensmith, field manager of the Goodyear Flying Field at Los Angeles, California, has been elected a director of the Aero Club of Southern California, which has been active in stimulating flying activities in the southwest.

Hockensmith during the war had charge of the Wingfoot Lake Naval Air Station near Akron, Ohio, where, under his personal supervision more than 1,000 balloons of various types were constructed for the army and the navy.

He has just recently taken charge of the Goodyear Flying Field, where aerial activities have just been inaugurated in the demonstration of a Pony Blimp, which is a small dirigible designed to fill popular requirements where small capacity is desired.

Mr. Hockensmith brings to the Directorate of the club an extensive knowledge of all branches of aeronautics and his election augurs much for the future of the club.

New British Light-Weight Two-Seater



The "Canley" all-weather two-seater, manufactured by the Standard Motor Co., Ltd., of Coventry, England, as shown in the above photograph, is a car which will soon be a familiar sight on the streets of Shanghai. Among its features are a "one man" hood, which enables the car to be completely shut in during bad weather, which really gives the car the advantage of being a coup when it is raining and a sporting car when it is fine. The car throughout it fitted luxuriously, and its total weight is but 15 cwt. The agency for this car is held by the Shanghai Garage Co., Ltd., which recently had several of which they have now disposed.

Practical Paragraphs

THE SPARE

It is a good plan not to carry a new tire as a spare, because it offers too tempting a bait for the tire thief. Put the new casing on a wheel and carry a used shoe as the spare.

COTTER PINS

Do not forget in reassembling after a repair to replace all the cotter pins retaining wires in the crown nuts in the transmission case or differential housing. If one of these nuts should shake loose and get into the gear mesh it would break up the whole unit.

SAND BLISTERS

A very small cut, especially in the rubber tread of a rear wheel, will usually permit the entrance of sand or dirt, which will work along into a pocket between the tread and the fabric and as a result will form a bunch that will soon wear through and make a serious tire injury. Such a bunch should be cut open, the wound be cleaned out and filled with gum and vulcanised if it is big enough to warrant the oporation.

ON PARKING

In drawing up to the curb it is unwise to run the front wheel flush against the curb, when this is done it is often impossible to turn the wheel in making a start. In case this happens the best way to get out of the fix is to put the jack under the center of the front axle and raise it a few inches and then push the car away from the curb and off the jack. The small drop will not hurt the car and it will send the wheel far enough away from the curb to permit starting.

VALVE SPRINGS

If the springs of the exhaust valves become weak from use or heat the pistons will draw burnt gases into the cylinders, past the valves with the incoming gasolene charge, giving an improper mixture. The valve springs should be tested occasionally to see if they are of full strength. The average strength of a valve spring should be thirty pounds. At high engine speed the exhaust valves nearly always permit some leakage.

CARBURETOR COUGHS

Coughing in the carburetor followed by sharp explosions in the muffler indicates a wrong adjustment of the auxiliary air valve. On the other hand, coughing, followed by a choking down and stopping of the motor, indicates that there is water in the gasolene.

LEAKING VALVES

The first hint of leaking valves is a hissing sound in the cylinders when compression occurs. The best method of following this clue is simply to turn over the crankshaft slowly, listening meanwhile to determine the location of the leak.

On road west of Moulins, France, July 30, 1918. With Motor Lorries this Army reached its objective in half a day. It would have needed three times as long with horses—and figure up how many extra horses would be needed just to haul the fodder!

What Is Time Worth to the Business Man

THE problem of every Nation today is to use its time and its money to best advantage.

It needs to produce more at less cost.

Depending on horses for transportation costs more than perhaps you realize.

The Packard Motor Lorry will do the work better in one-third the time.

In one day, a two-ton Packard Motor Lorry will do all the hauling that *four horses* can do in *three days.*

Each horse should have 33 pounds of fodder each day—400 pounds of food for the horses; while the Packard Lorry will do the work on 16 or 18 gallons of petrol and less than a quart of lubricating oil.

A PACKARD Lorry can be used twenty-four hours every day. A horse is overworked with only ten hours of steady going.

The average working life of a horse is only nine years and 15,000 miles of travel.

Many a Packard Lorry is still good after fifteen years. Many a Packard has covered 100,000 to 200,000 miles and is still in first-class operating condition.

THE world needs the service that the Packard Motor Lorry can give it. It will save time and money. It will quicken the delivery of food, clothing and merchandise—supplementing the railways and saving much of the cost of porterage.

Where there is one motor lorry in use today there will be a score five years hence.

In the interest of his time, his costs—every man who is purchasing a motor lorry needs the Packard quality and responsibility to insure this investment.

PACKARD MOTORS EXPORT CORPORATION
1861 BROADWAY, NEW YORK, U. S. A.

H. S. HONIGSBERG & CO.
40 Bubbling Well Road
SHANGHAI

YOU ARE THE OWNER OF A NEW MOTOR CAR ?

TAKE OUT AN

X. S. POLICY

You are proud of it? Yes!
It saves your time? Yes!
And hence money? Yes!
It provides amusement? Yes!
It is, then, an asset? Yes!
Have you insured it? —"'er I've been thinking about it."

Write for particulars to:

C. E. SPARKE
Insurance Office
44 Kiangse Road.

Agent:

Excess Insurance Co., Ltd.

Yes! and while you are "thinking about it" it may be destroyed by fire or accident; it, or parts of it, may be stolen, and your chauffeur may smash some other man's car.

Who's going to pay the piper?

YOU

China Press Sports

Conducted By Dudley Burrows

SHANGHAI, SUNDAY, SEPTEMBER 5, 1920

S.C.C. vs. 'REST' SPOILED BY BAD WEATHER

Rain Causes Stoppage Of Play At End Of First Inning

'RECS' AND THIRTY CLUB

Fight To A Finish In Spite Of Typhoon's Worst Efforts

Unfortunately, what promised to be a very interesting game, between the S. C. C. and the "Rest," and incidentally afford the Shanghai selection committee an opportunity to finally weigh up the merits of the candidates for the forthcoming Interport series, was abandoned after play had been in progress for 150 minutes.

During this time the "Rest" were disposed of for a meagre score of 136 runs.

When play commenced at 1:30 —after both teams had luncheoned in the S. C. C. pavilion—the rain had ceased, but the windy effects of the raging typhoon prevented sight screens being put up, and this undoubtedly had some material effect on the batting.

Ollerdessen and Ellis opened cautiously against O'Hara and Leach, but with five runs on the board Ellis was clean bowled by the Doctor, who, at the top end, was keeping a perfect length and swinging in a lot from leg.

SECOND WICKET ADDS 30

The association of "H. B. O." and Quayle resulted in an addition of exactly 30 runs to the score, during which time Ollerdessen was missed in the slips off O'Hara and narrowly escaped being run out. He eventually was out to a ball from Leach which got up awkwardly, Ollerdessen mistiming the ball.

J. M. Pearson left at 42 and Middleton 11 runs later. Willis signalled his advent by turning Billings twice to the leg boundary, but with the score at 64 Quayle put his leg in front of a straight one from Billings which did not find the umpire in two minds.

Quayle played far more cautiously than usual, but in fairness it must be stated that he had to face a keen attack and a keener field.

The "tail" wagged quite well, for Manley, missed twice, ran up a useful 15, and Read, enjoying much "joss," made second top score.

The rain at this stage came on heavily and the bowlers found it very difficult to hold the ball.

In spite of this Hansell made two splendid catches, and Manley was out to a wonderful one-handed catch by O'Hara.

Isaacs and Barnes participated in a last innings partnership of 15. The total reached 136, the 3 extras being no balls from Hansell.

Billings came out with the fine analysis of 5 for 37 and although O'Hara bowled well, he enjoyed little luck. The scores were:

Rest Of Shanghai

H. B. Ollerdessen, c. Spencer, b. Leach	21
J. J. Ellis, b. O'Hara	1
J. A. Quayle, l.b.w., b. Billings	31
J. M. Pearson, c. and b. O'Hara	6
H. Middleton, c. Hansell, b. Billings	5
A. J. Willis, c. Hansell, b. Billings	8
H. W. Allison, b. Hansell	2
E. G. Barnes, not out	9
W. T. Manley, c. O'Hara, b. Billings	15
W. S. Read, b. Tippin	25
J. Isaacs, b. Billings	10
Extras	3
Total	136

Bowling Analysis

	O.	M.	R.	W.
Dr. W. E. O'Hara	16	1	43	2
D. W. Leach	11	2	24	1
G. M. Billings	15	4	37	5
W. N. Hansell	6	3	13	1
R. J. Tippin	4	0	16	1

Shanghai Cricket Club.—Rev. C. E. Spencer, A. W. Hayward, H. E. Muriel, W. C. G. Clifford, D. W. Leach, W. N. Hansell, Dr. W. E. O'Hara, E. G. Norman, C. Brook, R. T. Tippin, G. M. Billings.

S. R. C. vs. THIRTY CLUB

In spite of the weather the Recreation and Thirty Clubs fought their game to a finish on the Recs ground, and the match ended in a win for the homesters.

Batting first, the Recs put up the good score of 173, chiefly owing to fine displays by G. F. Bowers (59), F. P. Quincey (38) and R. M. Ogden (27). Veitch and Jensen being put on to bowl at the end of the innings each took two wickets in one over for 7 and 5 runs respectively.

Thirty Club on going in to bat could only muster 69, Jensen (19), A. V. White (11) and Smyth (10) being the only ones

(Continued on Page 2)

British Amateur Golf Champion Going To U.S.

C. J. H. Tolley, British amateur golf champion, will shortly visit America according to a report from London. Tolley won the British title when he defeated Robert Gardiner, the American star, in the recent play at Muiffield, near Edinburgh, Scotland. Gardiner worked his way through to the finals and was looked upon as the sure winner of the British amateur title. Tolley, playing a magnificent game, succeeded in defeating the American and by his victory became the national hero of England.

TENNIS PLAYERS ASKED TO ENTER OPEN TOURNAMENT

Mr. A. H. George Wants Racket Men To Come Forward For Championship Contests

Tennis at present has more devotees in the Settlement than ever before, and probably more people actually play the game than all other sports put together. It is therefore of widespread interest that the Lawn Tennis Association's Men's Open Doubles and Singles Championships, are calling for contestants.

In years past the number of entries have not been numerous and this has not been due to the fact that the entrance subscription is out of anyone's reach, it is probably due to the fact, that modesty prevails among so many players, and that they fear to come against the first flight of players because they think they will be unable to give them a good game. As a matter of fact there is another side to the question.

The good player has his duty to perform to his weaker rival. Experience is to be gained by meeting better men than oneself. Many of those heroes, who have been battling so well for their different countries on the beautiful courts of Wimbledon, have all had to buy their experience by many a defeat, and often by not giving the other man a good game.

And so it is that Mr. A. H. George, the active honarary secretary of the Shanghai Lawn Tennis Association, is advertising for names. He wants a record entry, so that there will be any amount of keen competition, and also that tennis generally will make big strides towards perfection, by all players going through the fine school of competition. Send in names and entrance fee to Mr. A. H. George c/o British Consulate-General.

Cricket In England

(Reuter's Service)

London, September 1.—County cricket:

Notts v. Kent drawn.

The final percentages of the leading counties in the County Championship are:

Middlesex	77.00.
Lancashire	74.51.
Surrey	68.69.
Yorkshire	67.50.
Kent	65.60.
Sussex	63.28.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

The War was really ended,
And each man had his rights.
The League had been amended,
The world had reached the heights,
No rolling pin offended,
When Jiggs stayed out at nights
It was a dream.

* * *

Then each maid found a husband,
She washed the cups and floor,
She wouldn't have a lap dog,
But hubby did adore,
And if he "worked at office"
She didn't weep or jaw
What a dream.

* * *

The Traffic Regulations
No longer caused us woe,
For each one had a motor
And each one let her go.
Our days were spent in sunshine
And typhoons didn't blow.
Just a dream.

* * *

And Ireland got her Home Rule
Which pleased Pat, Tim, and Mike,
They ate their pork and taters,
And none did hunger strike,
They made Lloyd George their president
And Carson had to hike
Some Dream.

* * *

The Democrats elected
Not Cox, but folk we've met
Each morning in the paper
Yes Mutt and Jeff, you bet,
They called Jiggs to the Senate
They ran the country—wet.
It was a nightmare.

* * *

The Germans paid the war debt,
Behaved like other men,
The Japs played fair with China,
And gave back lots of yen,
They said "Please take back Tsingtau—
Korea's free," And then
I woke up.

* * *

THE FRAWLEY COMPANY

Tim Frawley will be back with us again on Friday next. He has been traveling around making friends and money with his clever comedy company. He now advertises the fact that he will commence his farewell season at the Lyceum Theater, and that he will give us a chance to renew our acquaintance with a number of the old favorite plays with which he delighted us when he was going farther afield.

Homer Barton must have satisfied his ambition and made the return journey to New York via Europe, as I heard from him from that well known village a short time ago. We shall miss him from the Frawleys, as he always proved popular with local playgoers. Frawley opens up with "Three Wise Fools" a comedy which gives him plenty of scope for his own particular type of humor. He is just a dear old frump of a lovable fellow. The play made a big hit when presented here for the first time last year. "Lightnin'" is another comedy which gives Frawley the lion's share of the work. It is still going strong at the Gaiety Theater, New York, where it celebrated its 800th performance last month. "The Brat" is chiefly for the excellent character study supplied by Miss Prentice. "Polly with a Past" is clever and the play in which Ina Claire toured America with success. "The Thirteenth Chair" is strong drama. Mrs. Patrick Campbell played the lead in London. It created a big stir both sides of the Atlantic. "The Man Who Came Back" is a fine play with gripping interest. The Frawley Company may be sure of a joyous welcome.

* * *

INTERPORT CRICKET

Next Friday and Saturday will see the Tientsin cricket team battling against a representative eleven from Shanghai on the S.C.C. Ground.

The visitors are expected here next Thursday, and beside the wielders of the willow, they will bring with them a number of tennis players who will try conclusions on the courts with racquet and ball.

The selection committee have doubtlessly kept both eyes very wide open to discover just who are in form and who are not, and by the time these lines see type the team to play against Tientsin will probably have been chosen. The prominent players who have all been well in the gaze of cricketers, and who all stand well in either the batting or bowling averages are: Harry Ollerdessen, Quayle, O'Hara, Billings, Wainwright, Leach, Spencer, Allison, Deeks, Clifford, Muriel, Hansell, Hayward, McMeekin, Murphy, Lanning, and Clive Brook.

The last named player has only been seen in a couple of matches, and he will challenge Deeks for the custody of the wicket. He has youth on his side, a fine eye and takes the ball, fast or slow, in good style. When playing last week he only conceded a four, and this came from a wild delivery from Murphy, well on the leg side. Deeks has done yeoman service for years past, and beside being quick and cheerful behind the stumps, he can also do well enough in front of the wicket and make his side's score sheet look well.

Among the bowlers we have Billings, O'Hara, Quayle, Clifford, Wainwright, Murphy, Leach, Hansell and Allison. Practically all of these players can also be relied upon to make runs. Quayle and Clifford and Leach are all good enough to be played for their batting alone. Clifford, Leach and Muriel are excellent fielders. Harry Ollerdessen is a certainty. He is probably the most stylish bat in the Settlement. Spencer has found his first summer in Shanghai very trying but with the mercury a little lower in the tube he will be as rapid and as brilliant a run getter as ever. He is pretty sure to be well to the fore when the teams are published.

"Dedé" Lanning, who has so often figured prominently in interport struggles, has not been seen nearly as often as his admirers would have liked, and this may have some bearing upon the selection committee when they make their final choice. But he is always a dangerous bowler and can make runs. Murphy started cricket late this season but he did not take long to show that he still has speed and pitch. Hansell and Allison have both done a lot of work for local cricket, and call for notice.

Muriel is a bat, who, when things are looking most black for his side, trots to the wicket with a smile and begins to dispel the gloom. He has done this on at least two occasions this season. He is always ready to put a fast fifty on the board.

Hayward, with a variety of strokes at his disposal, is an ideal first wicket batsman. He is safe, and can also field well. Leach, like Clifford, bats, bowls and fields. He is equally good in all branches of the game. O'Hara and Billings can send the ball down all day long without tiring themselves, but yet keeping the batsmen on the watch.

When the team comes to be published I fancy the following names will appear: Brook, or Deeks, Billings, Haywood, O'Hara, Muriel, Ollerdessen, Quayle Clifford, Spencer, Leach, Wainwright.

Two of the Tientsin team are well known here. Alabaster often appeared with the S.C.C. first string, and is useful with both bat and ball. As far as can be seen the most dangerous visitor will be O. D. Rasmussen, a fast-medium bowler, with a twist from the off, who has often tied the local bats up in knots. Baseballers also know him. He is a big hitter and his unorthodox style generally gathers runs.

* * *

FAGAN'S NEW SHOWS

During the rapidly approaching autumn J. B. Fagan purposes making two important productions in the West End, London. This month he is to stage an Irish comedy "The White-headed Boy," by Lennox Robinson, author of "The Lost Leader." As nearly as possible concurrently with that he will revive "The Merry Wives of Windsor" on lines similar to those to which he has now accustomed London audiences.

Mr. Fagan's season at the Duke of York's ran out in July when he withdrew "Madam Sand." Apropos, the following note, received by the critic of one of the big London dailies, is of interest. It was written by Madame Lauth, a grandchild of the famous French writer:

"The granddaughter of George Sand, Aurore Dudevant Sand, and now the wife of the French artist, Frederic Lauth, deeply moved and touched by the attitude of the London critics in relation to the American piece now being played at the Duke of York's Theater, and of which George Sand is the central figure, desires to express her heartfelt thanks for the defense of a woman who will always be remembered as one of France's most distinguished daughters, and who will ever remain enshrined in the writer's

(Continued on Page 2)

Portuguese Tennis Team Tops List Of Clubs At End Of Season

The winning Portuguese team—Back row left to right—J. Ribeiro, J. Campos, R. Canavarro, E. Leitao (Captain), G. Silva and R. Robarts. Front row, left to right—A. Gomes, A. A. Leitao, C. Passos, A. R. Leitao and V. Remedios.

Victory Conceded Result Of Consistently Good Play; Question Raised

The tennis team representing the Portuguese Club finished at the top of the list in the league championship of the Lawn Tennis Association this year and the winners have been receiving the congratulations of other teams on their victory, conceded to be the result of consistently good play through the league season.

The Portuguese players have had the good fortune to play practically the same team throughout the season while other clubs have been handicapped frequently by being obliged to go into action lacking the services of one or more of their leading players owing to illness or absence on holiday.

One question again brought up as a result of this season's play is whether it would not be better next year to play league games the best of three instead of the best of five sets. It is held that the best of three does not provide so good a test of tennis playing, but five sets in hot weather have been found to be exhausting with the result that many games are left unfinished, an unsatisfactory situation.

In the championships, which are played in the cooler weather of September and October only the semi-final and final rounds are played the best of five sets, but this is accounted for partly by the shorter days.

Though one or two games of the season's league play remain unfinished the Portuguese team has an assured hold on first place.

The standings of clubs of the league are as follows:

LEAGUE CHAMPIONSHIP

Club	M.	W.	L.	Unf.
Portuguese S. A.	25	16	8	1
Columbia C. C.	25	14	10	1
Recreation Club	25	13	10	2
Country Club	25	13	11	1
Shanghai C. C.	25	9	15	1
Cercle S. F.	25	6	17	2

FANS ASKED TO ANSWER QUESTION

Can Shanghai Club Rightfully Lay Claim To Title Of Championship Of North

Can the Shanghai baseball club rightfully lay claim to the baseball championship as the result of the series of games with the Fifteenth Infantry and the Navy team? This question is raised in the following letter which may be of interest to fans here:

Sport Editor, THE CHINA PRESS

"I have followed the accounts in your sporting section of the baseball series between the 15th Infantry, Navy and Shanghai civilians.

"Many references have been made to the effect that this series was for the North China championship. With Shanghai's win in the rubber game from the 15th Infantry the Shanghai Club are declared the Champions.

"May I remind the Shanghai fans that the Peking Marines defeated the 15th Infantry more easily than Shanghai in three straight games and with only a little more effort could have taken the fourth game.

"I therefore fail to see the claim of the Shanghai team to the championship and would be very pleased to have you insert this letter in your paper as a direct question to Shanghai fans as to why they are the champions."

CHAMPIONSHIP.

American S.V.C. Company To Hold Annual Rifle Shoot Here This Month

New Members Make Good Showing In Preliminary Competitions To Final Events On Range

The American Company, S.V.C., will hold its annual rifle meeting from September 24 to 28 and the event promises to be one of the best on record. The rank and file can be overheard talking about how they are going to walk away with their favorite prize; everyone has been practicing on the range getting their elevations at all the various ranges so that nothing will be left to chance.

Among the new men, Privates Brawley, Green, Deming, Fowler and Bullock are coming to the front as star shots. The Ping Ping competition has aroused a great deal of interest, in this competition the best shot is paired with the poorest.

AMERICAN COMPANY CUP

Invitations have been issued for teams of three men each to the following organisations.

S.V.C. Staff, "A" Co. (British), "B" Co. (British), Italian Co., Shanghai Scottish, Chinese Co., Japanese Co., Portuguese Co., Machine Gun Co., Light Horse, Reserves, Artillery, Customs Co., Maritime Co., Engineer Co., S.R.A., French Police, French Volunteers, Shanghai Municipal Police, Police Reserves and Expeditionary Forces Emergency Unit.

THE SCORES

The five first teams in this competition last year follows.

American Company	
Hykes	95
Sauer	94
Ransom	92
Total	281

Shanghai Municipal Police	
Sinclair	93
Lynch	90
Barrett	84
Total	267

Reserve Company	
Terrill	90
Collaco	87
Ilbert	87
Total	264

Maritime Company	
Snape	94
Jensen	85
Reeves	84
Total	263

Shanghai Rifle Association	
Britton	90
Ashley	86
Kodaira	82
Total	258

GUARD COMPETITION

To make guard duty more popular than ever during the camp, a special competition has been arranged for those men standing guard between midnight and 6:00 a.m.

CORPORAL'S CUP

Presented to the Corporal having the best shooting squad, the average net score to count, to be eligible the squad attendance must be 60 percent or better.

The men of the winning squad to be presented with a spoon each.

This year the shooting will commence on Saturday morning at 9:00 a.m., men not being able to obtain leave from their offices, must fire the Saturday morning event on Sunday morning.

The American Cup Competition will commence 2:00 p.m. sharp, Sunday, the 26th.

Izzy Has Nautical Novelty

By W. O. McGEEHAN
(New York Tribune)

"I got it a fine ideer for Texas Rickardstein, which he is now running Maddenstein's Square Gardens," announced Izzy Kaplan. "I am telling him that he should sign up those two yacht boats by the name Sam Rock and Resoluter inside there and he could charge it a good admission. All I am asking him is that I should get it a couple of free passes for the race, and I wouldn't send him no bills on account of the use of my brains.

'Maybe they couldn't sail the yacht boats there on account some of the winders would be left open, and the boats wouldn't like it. Maybe a little wind wouldn't hurt them, but they ought to turn off the electrical fans when they hold it the race on account the yacht boat is very sensitive when it is blowing, and they would bust their sails, which they ain't made out of first class wind. Also, if the water would be rough in Maddenstein's Square Gardens, the regretting committee would get it a seasickness.

"I was out on the ocean yesterday and the yacht boat races was called on account of wot water. Also there was too much wind, and if the boats started off there might be a race and the regretting committee would lose their chobs on account if they had it a regular race and they would be violating the Eighteen Amendment of the rules for yacht boat racing which says that any member of a regretting committee which is found guilty of letting the yacht boats get into the wind would be fired, because only common boats goes out in the ocean when it is wet and windy, and yacht boats is too high toned that they should did such a thing.

"I wouldn't go out to the yacht boat races at all tomorrow only me and Sir Tomashefsky Lipstein is chust like that, and he would be sore on me if I wouldn't go. But I don't think that Sir Tomashefsky would win it the cup unless he would listen to a good ideer which I got. He could find where they are keeping it and I got a friend who is very smart in the safe business, which he told me personal that he was the best safe cracker in New York, and he would get the cup for me and give me a better rate than any safe cracker in the place on account of friendship. That's what you get from mixing around and meeting with people. It would help you in your business. I told him to wait till the last race, but it looks to me like he was practically sure of the job.

SWIMMERS TO MEET IN GALA HERE THIS WEEK

Two Evenings Events On Card Of Club Of Shanghai Aquatic Experts

SPLENDID PROGRAMS

Championships Are Carded Among Numbers To Be Included

As announced in these columns four weeks ago, the annual swimming gala and aquatic sports of the Shanghai International Swimming Club will take place next Friday and Saturday, September 10 and 11, at the Municipal Baths, North Szechuen Road Extension, commencing each evening at 9:15 p.m. An excellent program has been prepared under the capable direction of Mr. J. H. McGregor, ably supported by Messrs. W. F. Hamlin and C. Encarnacao.

The following are the events set down for decision:

FIRST DAY

1.—Griffins Race Final.
2.—100 Yards Club Championship.
3.—Throwing Polo Ball Handicap.
4.—Diving Championship of Shanghai for the Milkmaid Cup.
5.—Ladies Sweepstake Handicap 2 lengths.

INTERVAL

6.—Long Plunge Handicap.
7.—880 Yards Shanghai Championship.
8.—1 Length Breast Stroke Handicap Final.
9.—Club Diving Championship (from steps) for Guiterrez Cup.
10.—1 Length Handicap Heats.
11.—Club Team Race 4 teams.
12.—Water Polo, Captain v. Vice Captain's Teams.

SECOND DAY

1.—1 Length Handicap Final.
2.—1 Length Blindfold Race.
3.—Club Diving Championship (from springboard) this event in conjunction with Event 9 of first day.
4.—Ladies Sweepstake Handicap Final.
5.—220 Yards Shanghai Championship.

INTERVAL

6.—Long Plunge Shanghai Championship.
7.—Tub Race.
8.—Diving for Objects.
9.—Interclub Relay Race. S. I. S. C. v. S. R. C.
10.—"Goodnight" Consolation Rage.
11.—Water Polo for the "Hongkong Cup" S. I. S. C. v. S. R. C.

Presentation of Prizes.

It will be seen that several important events of other than merely club interest are included in the list, no less than four championships of Shanghai figuring thereon, to wit, the 220 and 880 yards, the Plunge for Distance and the Graceful Diving.

Besides these open events, there is the relay race between the S.I.S.C. and the Rowing Club. It will be remembered that when these two rival organisations met on August 29 at the S.R.C. bath, the home team actually got in first, but were disqualified on a technical foul, and it now remains to be seen how they will fare in the municipal bath. In addition to the relay race there is the annual water polo match between these two clubs for the famed "Hongkong Club" and a very close game is anticipated.

PRELIMINARY HEATS

The preliminary heats of several events should have taken place last Friday evening, but owing to the paucity of the entries actually received up to that time it was decided to postpone same till next Tuesday. Out of active members only some 17 sent in their names as competitors for the forthcoming gala, but another half-dozen or so were roped in by Mr. McGregor on Friday night, and a bumper list of entrants is now anticipated.

In this connection it is interesting to recall the many trials and vicissitudes undergone in past years by the S.I.S.C. and it is no small credit to the present officers of the club that it is now unsurpassed by any local club in the matter of effective furtherance of the cause of natation in Shanghai.

The galas held by this club in recent years have been uniformly successful, and the coming two nights entertainment next Friday and Saturday will outshine anything staged here in this line since the last Hongkong interport contest.

ADMISSION TO CONTESTS

There has been considerable controversy regarding the admission to the championship contests of a locally bred youth who is

considered by his admirers able to beat any of our speedsters in the shorter distances, and in view of the fact that this young gentleman took part in a well-patronised boxing tournament here for the benefit of war funds it seems altogether ungracious to disbar him from the championships and from having a chance to justify his admirers' opinion of his prowess. He is credited with the ability to cover the 100 yards in under 60 seconds, which is good enough to annex first honors in this event here in Shanghai at the present time.

It is to be hoped that he will be afforded an opportunity of showing what he can do in the 220 yards next Saturday. In this race speculation is rife as to whether the great Swedish swimmer R. Wallin can duplicate his defeat of Mears at Kobe. Both our local man had to admit the superiority of Albert James of Kobe in his own (rather rough) waters, but in Japan Wallin got second and Mears third.

HALF MILE EVENT

In the half-mile championship Wallin ought to have a fairly easy victory, with Berthet and Brown sharing the other places. In the diving championship the judges will have no easy task, for besides the men who took part in that event at the Rowing Club's gala, there will be a number of S.I.S.C. men entered for the open event, notably Gutierrez who made the handsome Lusitano Cup his own property last year in the S.I.S.C. club diving championship.

In the Long Plunge, the holder, J. H. McGregor, is likely to retain his pride of place, though he states that he has so far this year not eclipsed his fine effort at the Rowing Club gala last year, when he displaced (by 3 inches) MacCabe as holder of the local record for this event, traveling the fine distance of 67 feet 7 inches. In practice last year he was credited with an even 68 feet, though this is not official. Anyhow the next best this year has been A. J. Grant, who covered 62 feet 8 inches at the Rowing Club handicap. W. F. Hamlin has been out a few times for this event, but has not so far been able to outbid 60 feet. MacCabe will also compete in this championship. It is a good plan, to be put into force at the forthcoming gala, to hold the Plunging competitions on each evening directly after the intervals, when the water will be nice and quiet. In the championship, competitors will draw for order, which is also a change in the right direction.

ORCHESTRA ENGAGED

Prof. d'Aquino's orchestra has been secured for both evenings, with five instrumentalists this year: so waits between events will certainly not be tedious at this gala. Preparations for the decoration of the building with flags, bunting, etc. are progressing well, and tasteful illumination by Chinese lanterns will make the bath a real fairland. As the seating accommodation is likely to be taxed to the utmost, prospective spectators are recommended to secure tickets without delay from Mr. C. Encarnacao, care of Brunner, Mond and Company.

Donations for prizes have been coming in generously from well-wishers of natation, and the various trophies already make a goodly display, prominent among which are the "Milkmaid Cup" for the Diving Championship and the handsome cups and shields presented by the Shanghai Amateur Swimming Association for the other local championships.

There was talk of a match being staged between the Hawaiian flyer, H. Awana (of the U.S.S. Albany) and Fetherstonhaugh, our local 100 yards champion, but same does not now seem likely to materialise.

S.C.C. vs. 'REST' SPOILED BY BAD WEATHER

(Continued from Page 1)

to reach double figures. Ogden was the star bowler with 7 wickets for 22 runs. Scores:

S. R. C.

C. Borras, c. Wade, b. J. V. Jensen	5
A. Madar, c. Wade, b. F. Ollerdessen	2
R. M. Ogden, b. Wade	27
L. P. Quincey, b. C. Ollerdessen	38
G. F. Powers, c. C. Ollerdessen, b. J. Jensen	59
W. E. Wilson, l.b.w., b. R. H. Purcell	3
G. Brockett, st. White, b. T. Ollerdessen	16
H. J. Ambrose, b. J. Jensen	7
G. Brockett, st. White, b. T. Veitch	0
J. A. Smith, not out	0
R. H. Ryton, b. T. Veitch	0
Extras	16
Total	173

Bowling Analysis

	O.	M.	R.	W.
F. Ollerdessen	8	0	50	2
G. V. Jensen	3	1	11	1
C. Ollerdessen	5	2	23	1
F. Tomlinson	3	0	26	0
R. H. Purcell	3	0	16	1
J. L. Wade	4	1	19	1
T. Veitch	1	0	7	2
J. Jensen	1	0	5	2

Thirty Club

R. J. S. Brandt, c. Ambrose, b. Ogden	1
T. Veitch, c. Wilson, b. Ogden	1
J. V. Jensen, c. Powers, b. Ogden	19
F. Ollerdessen, b. Ogden	6
R. H. Purcell, b. Powers	1
C. Ollerdessen, c. and b. Ogden	7
F. Tomlinson, c. Reed, b. Quincey	0
J. Jensen, c. Reed, b. Ogden	0
A. V. White, c. Brockett, b. Quincey	1
J. L. Wade, c. Brockett, b. Quincey	9
H. S. Smyth, not out	10
Extras	4
Total	69

Bowling Analysis

	O.	M.	R.	W.
Madar	3	0	21	0
Ogden	7	0	22	7
Borras	2	0	8	0
Quincey	4	0	10	2
Powers	2	0	6	1

Sport And Stage

(Continued from Page 1)

heart as the venerated grandmother who brought her up."

* * *

TERRY-NEILSON

Miss Julia Neilson and her husband Fred Terry were due to appear at Blackpool on August 23 and from there to start upon a prolonged provincial tour. After a severe illness it is good to hear that Mr. Terry is now so thoroughly recovered that he can undertake not only a big venture but also appear in a new production later on.

One of their chief pieces for presentation will be that old favorite "Sweet Nell of Old Drury." During the course of their wanderings, the two are to be seen in a new drama and if it makes the hoped for success, they will eventually bring to London. It is named "Bothwell" and is the work of Leslie Gordon, a young actor, formerly a member of the company, who is now devoting his time to the writing of novels and plays. Mr. Terry will appear in it as the ill-fated Earl of Bothwell and Miss Neilson as Mary, Queen of Scots.

* * *

REALISM ON THE STAGE

The sandstorm scene in the "Garden of Allah" at Drury Lane, London, is so realistic that the performing camels, as is their custom in the desert, turn their backs upon it.—*Tale Press.*

If other stage managers follow this lead, we may soon be reading press reports like the following:

"Last evening at the Coliseum theater the great battle spectacle was so life-like that an ex-company sergeant major in the auditorium announced his intention of returning to the base for extra rum rations."

"The Moonlight Scene in the revue "What's What" is so naturalistic that, during a matinee, the attendants in the palm court of the theater were discovered serving dinner instead of afternoon tea.

"During the lift scene in "London's Ways" many of the audience complained of having their toes trodden upon."

"Insurance companies are receiving accident policies and claims, for injuries received, from people who have witnessed the train smash scene in the "Night Express."

COME SEVEN:

A play at the Broadhurst Theater, which is keeping Miss Gail Kane busily engaged, is called "Come Seven" a blackface farce. Heywood Broun says of the new piece: "Come Seven" seems to us a play of no great dramatic importance, and yet it marks a step in the right direction. It serves to scratch one of the richest fields which lies open to the American dramatist. Almost nothing has been written about the negro for our stage.

"Here at our elbow is a people rich in all the emotional qualities which make for drama, and our dramatists blindly pass by on the other side. They take us on far journeys to distant lands and remote centuries to capture some of the lurid qualities of feeling and expression which might be found in the very men who run our elevators.

"To be sure, the negro appears now and again on our plays, but invariably he is a farcical figure. Our playwrights assure us that anybody who laughs and dances must of necessity be a happy-go-lucky, comic figure. In six or seven New York seasons Ridgely Torrence is the only author, to the best of our recollection, who has made any study of the negro except on the lines of broad farce.

"Granted that the negro often uses long words which he does not understand, plays craps and, perhaps, even lives up to the joke book tradition in his inordinate fondness for watermelon, there still remains depths which are not touched by the exploitation of any of these qualities. The tragic and pathetic situation of this race which lives with us in compulsory alienship is constantly overlooked. Probably this is defensive. Of course, we all know perfectly well that there is a negro problem, but our dramatists make us forget to worry about it by assuring us that the negro does not care a rap about economic or political equality if only he can have fried chicken and a little jazz music. The theater enables us to overlook everything we have ever done to the negro by presenting him as a man who is having a perfectly hilarious time.

"It cannot be said that 'Come Seven' presents any other conception. Its negroes are the traditional folk who ask for our merriment and nothing more. Scratch any character in the play and you will catch nothing more than a burnt cork comedian. 'Come Seven' marks a step forward only in that it is written with the confident assumption that the theatrical public may be interested in a play which deals with negro characters only. Unfortunately, there is little variation in the folk presented. The play might well have been the work of the song writer who composed the once popular ditty "All Coons Look Alike to Me."

MISS TOBACK

From the Bowery and Second Avenue to Broadway is the change that came into the professional life of a young eighteen-year old singer of the East Side last month, when Morris Gest, the theatrical impresario, placed her under contract to appear in "Mecca," which F. Ray Comstock and Morris Gest will present at the Century Theater during this month.

The young singer's name is Hannah Toback; she is of Russian parentage, her father being a musician from Vilna. She has been playing small parts in the Jewish theaters of the East Side since she was eight years old. Mr. Gest discovered that she possessed a voice of sweetness and purity and so had a five year contract drawn up immediately.

Miss Toback made her debut as a child actress in Thomashefsky's production of "Blind Love." Since then she has supported the best known Jewish actors, notably Kessler, Adler and Besanti.

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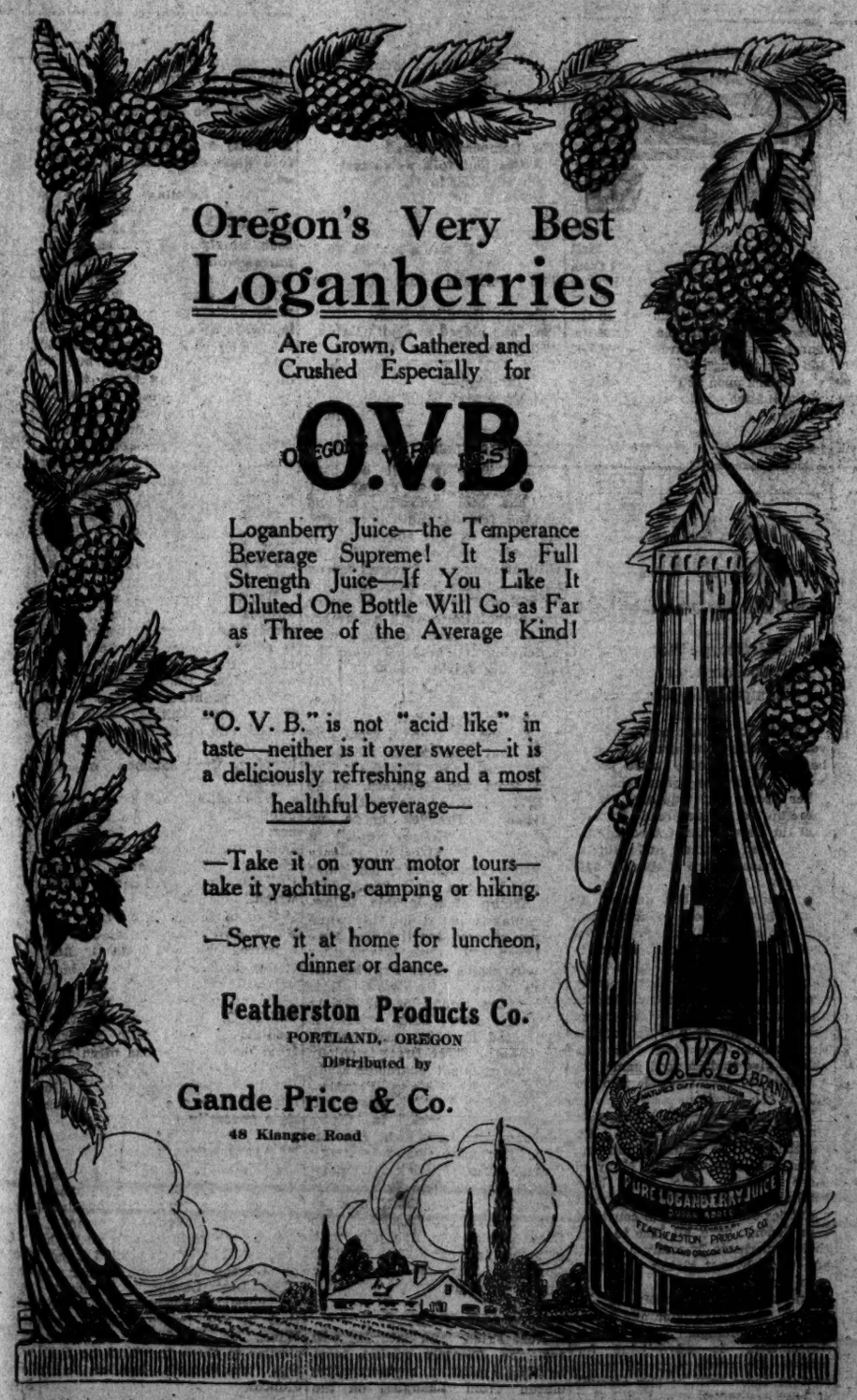

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Comic Picture Section

Sunday, September 5th, 1920

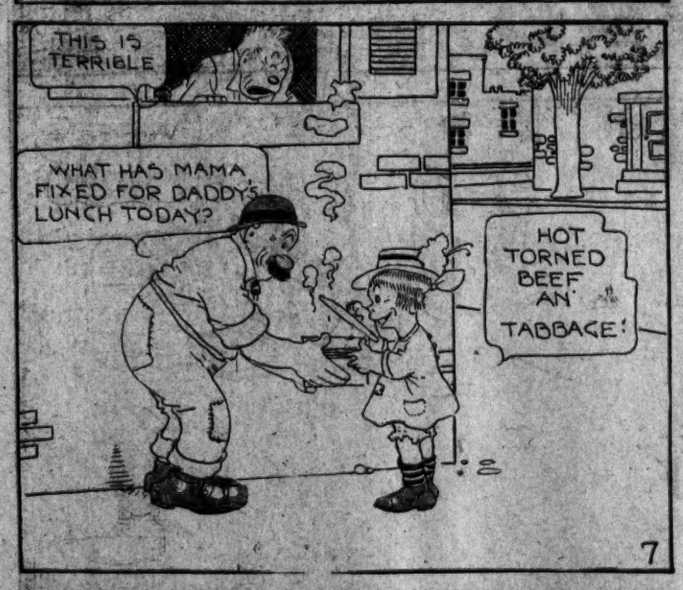
Bringing Up Father

MR. JIGGS TOLD ME TO COOK CORNED BEEF AN' CABBAGE FOR DINNER!
GET RID OF THAT HORRID STUFF IMMEDIATELY AND DON'T TAKE ANY ORDERS FROM MR. JIGGS-
1

DON'T YOU EVER BRING SUCH FOOD IN THIS HOUSE AGAIN-COME-WE ARE GOING TO SMITH'S FOR TEA!
FOR GOODNESS SAKE-IS TEA ALL I'M GONNA GIT AFTER ME THINKIN' ABOUT CORNED BEEF AND CABBAGE ALL DAY?
2

MR AND MRS. JIGGS CALLING:
GREAT HEAVENS! I FORGOT I HAD INVITED THEM TODAY-TAKE THIS CORNED BEEF AND CABBAGE AWAY-NORA AN COOK SOME CHOPS!
EVERY TIME WE HAVE SOME THING DECENT TO EAT SOME ONE HAS TO BUTT IN!
4

JERRY-TRY ONE OF ME CORNED BEEF SANDWICHES
MAGGIE-THERE IS SOME MORE PAINT-
UH!
THANKS-BUT I HAVE A BUCKET FULL OF CORNED BEEF AN' CABBAGE
6



Little Jimmy

1. "JIMMY, THERE'S A FINE DEER! RUN BACK TO THE LODGE AND BRING MY PISTOL, HURRY! I'LL KEEP MY EYE ON HIM!"

2. "DEER MEAT FOR DINNER! DEER MEAT FOR DINNER! OOH GOODIE!"

3. "HOW DEAR - TO MY HEART - ARE THE SCENES OF MY CHILEHOOD." SOUR ONE

4. "EF YUH WARBLE IN OUR LIL' OLE QUARTETTE YUH GOTTA SING SWEET NOT HOLLER OFF KEY!" "MAKUM SOUND LIKE SICK MULE!" "HE'S AN ORFUL SOUNDIN' MEX'!"

5. WHEN FOND RECOLLECTION PRESENT OFF KEY

6. "WRONG NOTE SON!"

7. THEM TO VIEW

8. "WRONG NOTE PARDNER!" "SAME WITH YOU!"

AND IN THE MEAN TIME

9. WHOOF "WHERE'S THAT KID?"

10. "YOWP!"

11. "HELP!"

12. "WE'LL LEAVE IT TO THE KID TUH DEECIDE WHICH ONE UV US WUZ THE WORST!" "ALL OF YOU!"

SUNNERTON